



## Statement of financial results of Irrigation Works in Bengal based on actual receipts for and to end of the year 1879-80.

PRODUCTIVE PUBLIC WORKS.										WORKS OTHER THAN PRODUCTIVE PUBLIC WORKS.										GRAND TOTAL.
WORKS IN OPERATION.					WORKS IN ADVANCE.					WORKS IN PROGRESS.					WORKS SUSPENDED.					
Orissa Canals.		Mildrao Canal.	Tidal Canal.	Sone Canals.	Total.	Tirhoot Project.		Hooghly Project.	Total.	Damodar Project.		Joolia Project.	Saron Project.	Total.	Total.		TOTAL.			
Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.				
CAPITAL OUTLAY (EXCLUDING CHARGES FOR INTEREST)—																				
For the year																				
Ordinary Public Works																				
Capitalization of abatement of land-revenue																				
Leave and pension allowances																				
TOTAL																				
To end of year																				
Ordinary Public Works																				
Capitalization of abatement of land-revenue																				
Leave and pension allowances																				
TOTAL																				
Bayazut Account—																				
Gross Revenue—																				
For the year																				
Direct																				
Indirect																				
TOTAL																				
To end of year																				
Direct																				
Indirect																				
TOTAL																				
Working Expenses—																				
For the year																				
Direct																				
Indirect																				
TOTAL																				
To end of year																				
Direct																				
Indirect																				
TOTAL																				
Net Revenue—																				
For the year																				
From direct returns only																				
" "																				

(a)—After deduction of Rs. 2,900 excess credit on account "expenditure in England."  
 (b)—Includes Rs. 6,032, expenditure from private contributions.  
 (c)— " " Rs. 9,089, receipts in England, rent of houses acquired from the late East India Irrigation and Canal Company.

(d)—Includes Rs. 17,205, receipts in England to end of 1878-79, cost of houses acquired from late East India Irrigation and Canal Company.

(e)—Includes Rs. 1,264, expenditure in England on account of houses acquired from late East India Irrigation and Canal Company.

**GOVERNMENT OF INDIA.**  
**DEPARTMENT OF FINANCE AND COMMERCE.**

*Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first month of the official year 1881-82, and of the ten preceding years.*  
(IN THOUSANDS OF RUPEES.)

FOR THE MONTH OF APRIL																																				
YEAR.	BENGAL.						BOMBAY.						SINDH.						MADRAS.						BRITISH BURMA.						TOTAL BRITISH INDIA.					
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.								
1871-72.	92	5,56	1,70	9,19	59	2,13	49	2,61	10	5	11	26	1,02	1,65	2,93	4,48	10	40	2,98	4,48	2,27	9,16	11,43	7,53	19,56	1871-72.										
1872-73.	96	5,53	2,04	9,35	44	2,05	53	4,03	5	6	37	10	1,19	1,43	3,04	4,62	26	47	4,00	4,62	2,12	10,12	12,24	6,57	26,61	1872-73.										
1873-74.	85	4,62	1,37	6,74	44	2,46	46	3,56	6	3	13	21	93	1,24	2,56	7,14	46	46	6,21	7,14	2,12	8,40	10,51	6,40	25,01	1873-74.										
1874-75.	86	5,04	1,26	7,16	50	1,05	50	2,65	10	3	10	23	1,34	96	2,43	5,74	26	67	4,69	5,74	2,10	8,63	10,73	7,63	19,26	1874-75.										
1875-76.	98	7,18	1,58	9,74	68	2,72	1,10	4,54	15	13	23	39	1,24	1,23	2,77	7,91	20	40	7,12	7,91	2,40	11,73	14,22	11,34	25,56	1875-76.										
1876-77.	1,00	5,66	63	7,34	55	2,63	17	3,55	10	3	4	17	1,03	82	2,13	6,76	46	40	4,88	6,76	2,67	9,94	12,61	9,34	19,96	1876-77.										
1877-78.	1,19	5,61	1,13	7,93	92	4,11	30	5,23	24	6	7	26	81	31	1,80	1,80	22	51	4,64	5,67	2,44	11,12	14,56	6,25	29,81	1877-78.										
1878-79.	1,16	6,45	84	8,45	82	4,37	28	5,37	25	6	4	31	99	44	1,80	1,80	80	65	5,13	6,06	2,67	12,20	15,86	6,73	22,59	1878-79.										
1879-80.	90	6,13	76	7,79	1,01	3,47	27	4,75	21	4	4	26	71	37	1,48	7,06	73	44	4,74	7,06	2,35	10,83	14,08	8,19	22,26	1879-80.										
1880-81.	1,27	4,42	60	6,19	97	4,35	26	5,61	51	7	4	63	92	92	2,33	7,08	52	63	5,94	7,08	2,76	10,38	14,14	7,69	21,83	1880-81.										
1881-82.	1,19	4,60	72	6,51	96	3,79	27	5,02	53	9	6	73	91	94	2,04	7,60	74	79	6,13	7,60	2,60	10,68	13,88	8,02	21,92	1881-82.										

DEPARTMENT OF FINANCE AND COMMERCE,  
STATISTICAL BRANCH:  
Calcutta, 17th May 1881.

T. C. HOPE,  
Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
IRRIGATION OPERATIONS OF FASL RABI, PUNJAB, 1880-81, UP TO 31st MARCH 1881.

CANAL DIVISION.	WATER DISTRIBUTED DURING MARCH 1881.				NAVIGATION RETURN CANAL.		LAND IRRIGATED (APPROX- IMATE).		RAINFALL.		CHIEF CROPS (APPROXIMATE).		REMARKS.
	DEPTH IN CANAL AT REGULATING GAGES.		GROSS CONSUMPTION, CUBIC FEET PER SECOND.		PRINCIPAL ITEMS OF TRAFFIC.		ZILA.	ACRES.	Average.	During month.	NAME.	Area in acres.	
	Fall supply.	Actual through- out.	Estimated fall supply.	Actual average throughout.	Up.	Down.							
BARI DOAB CANAL { 1st Division 2nd Division, Main Branch, Lower 2nd do., Lahore Branch	4.9	3.37	3073.6	{ Omitted, see column of Remarks.	...	...	Gurdaspur	13,808	1.71	2.58	Wheat	146,459	Superintending Engineer remarks that there is an increase of 3,793 acres over the area for last month, of 26,924 acres over the same period of the year 1879-80, and of 65,753 acres compared with 1878-79. The volume entering the head of the Bari Doab Canal was 178,227 cubic feet per second, but the utilization cannot be given, as correct discharge tables of the volume assigned to the 2nd Division have not yet been worked out. The old one was found to be utterly wrong.
	2.8	0.95			...	...	...	Amritsar	110,203	0.89	2.40	Barley	
	2.9	2.10	3073.6	{ 277 424 543 229	{ ...								

J. W. OTTLEY, Captain, D.E.,  
Offr. Asst. Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

**PUBLIC WORKS DEPARTMENT.  
IRRIGATION BRANCH.**

**IRRIGATION OPERATIONS IN BENGAL FOR 1880-81.**

*Areas leased for Irrigation up to end of March 1881.*

Circle.	District.	Canal.	SUPPLY OF WATER IN THE CANALS.				FIVE-YEAR LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				THREE-YEAR LEASES.				ANNUAL LEASES.				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(a) and (b).—Five-year leases.

(c).—Includes three-year leases, 1,000 acres.

C. TAYLOR,  
Asst. Secy. to the Govt. of Bengal,  
P. W. Dept., Irrigation Branch.

The 3rd May 1881.


GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
[TELEGRAPH.]

ABSTRACT OF FOREIGN TRAFFIC FOR THE MONTH OF JANUARY 1881.

CLASS OF MESSAGES.	ROUTE.																TOTAL		
	WEST.								EAST.										
	VIA TONKIN.		VIA TURKEY.		PERSIAN GULF.		VIA SUZ.		VIA AMCH.		VIA MADRAS.		VIA RANGOON.		NATIVE BURMA.			VIA PAUMBU.	
	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.		No.	Indian Value.
INDIAN.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.		Rs. A.	
Sent	1,615	8,293 15	107	372 1	35	98 7	5,143	16,670 4	...	...	783	2,760 13	115	370 11	308	360 1	2,130	4,995 1	
Received	1,415	10,100 0	186	797 2	55	168 14	4,655	19,519 0	...	...	551	2,542 9	127	412 0	...	...	2,162	3,252 0	
TOTAL	3,030	18,393 15	293	1,170 3	90	267 5	9,798	36,189 13	...	...	1,334	5,302 6	242	782 11	308	360 1	4,292	8,247 1	
TRANSIT.																			
From East to West—																			
Received.																			
Via Madras	110	365 14	16	37 2	16	37 8	5,542	14,639 10	...	...	...	...	...	...	...	...	3,691	14,700 0	
Via Rangoon	5	14 4	...	...	2	5 6	140	359 4	...	...	...	...	...	...	...	...	147	...	
Via Lalongha	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Via Paumben	...	49 0	1	4 2	...	...	340	1,146 1	...	...	61	191 11	2	3 13	...	...	439	1,400 0	
From West to East—																			
Sent.																			
Via Madras	694	2,729 10	80	263 12	8	24 14	3,962	12,499 10	...	...	...	...	...	...	...	...	3,738	14,000 0	
Via Rangoon	11	32 0	1	3 6	1	1 2	44	123 6	...	...	...	...	...	...	...	...	57	...	
Via Lalongha	...	...	...	...	...	...	3	9 8	...	...	...	...	...	...	...	...	...	...	
From West to West—																			
Via Bombay and Karachi.	...	...	...	...	4	14 4	...	...	...	...	...	...	...	...	...	...	...	...	
Via Karachi and Bombay.	...	...	1	1 6	5	24 6	...	...	...	...	...	...	...	...	...	...	...	...	
From East to East.																			
TOTAL	843	3,311 12	90	299 14	20	116 6	7,040	26,076 7	...	...	61	191 11	2	3 12	...	...	8,071	30,000 0	
GRAND TOTAL																		27,757 1,000	

ABSTRACT OF FOREIGN TRAFFIC WITH INDIA BY THE INDO-EUROPEAN AND RED SEA ROUTES FOR THE MONTH OF JANUARY 1881.

ROUTE.	NUMBER OF MESSAGES BY EACH ROUTE (EXCLUSIVE OF TRANSIT).			PERCENTAGE OF NUMBER.		
	To India.	From India.	TOTAL.	To India.	From India.	TOTAL.
INDO-EUROPEAN { Via Teheran	1,415	1,615	3,030	22.43	23.40	22.94
" Turkey	185	107	292	2.93	1.55	2.21
Persian Gulf via Karachi	55	35	90	0.87	0.51	0.68
RED SEA { Via Suez	4,655	5,143	9,798	73.77	74.54	74.17
<b>TOTAL</b>	6,310	6,900	13,210	100.00	100.00	100.00

 Continuation Sheets of Supplement to the Gazette of India published at Calcutta.



## GOVERNMENT OF INDIA.

## HOME, REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR  
THE WEEK ENDING THE 17th MAY 1881.

GENERAL REMARKS.—More or less rain is reported from all parts of India except Berar. With the exception of Orissa, there was a very general fall of rain throughout the Southern and Eastern Provinces, including the Southern Mahratta Country, Assam, and British Burma. Showers, accompanied, in some cases, by hail and storms, fell in most districts of the North-Western Provinces and Oudh, and in several districts of the Punjab. Light rain is also reported from parts of the Central Provinces, Central India, and Rajputana. As the harvest is nearly or completely gathered, no damage to the crops is mentioned in the reports; but the mangoes in the North-Western Provinces and Oudh have suffered slightly from storms. In Bengal and Assam, where ploughings are in progress or the fresh crop is on the ground, the rain has done good. Small-pox and cattle-disease continue in places; but the former is abating. Agricultural prospects are generally favourable.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Madras—(May 16th)</b>		
Bellary	1.66 (average of thirteen stations).	Standing crops generally good; harvest wet and dry crops, yield average; sugarcane being sown; fever in parts.
Kurnool	.78 (average of nine stations).	Harvest second crop paddy, outturn above average; cattle-disease in parts.
Ganjam	.87 (average of nine stations).	Second crop, paddy and <i>ragi</i> , flourishing.
Kistna	.37 (average of three stations).	
Chingleput (Madras)	.45 (one station)	Crops withering in parts; harvest paddy and <i>ragi</i> ; cultivation operations for new season progressing; fever in parts; small-pox and cattle-disease abating.
Coimbatore	1.28 (average of fourteen stations).	Crops fail; harvest wet and dry crops, outturn about average.
Tanjore	.40 (average of three stations).	Standing crops good; harvest wet and dry crops, outturn average.
Madura	1.01 (average of seven stations).	
Malabar	1.25 (average of fourteen stations).	Sowing of first crop, paddy, progressing.
Travancore	1.15	Fever exists to some extent. <i>General Remarks.</i> —General prospects good.
<b>Bombay—(May 16th)</b>		
Kurrachee	<i>Nil</i>	River at Kotri on 16th 7 feet, against 10 feet 10 inches on same date last year; locusts appeared in seven talukas, not much damage; small-pox in Dadu 7, in Sehwan 82, in Sakro 8, and in Shahbandar 5 cases; fever in four talukas; wheat, red rice, and <i>bajri</i> in Tatta 12, 20 and 22, in Sakro 7, 29 and 21, in Ghorabari 10, 18 and 21, in Shahbandar 8, 20 and 20, and in Mirpur Batoro 9½, 25 and 26 seers respectively.
Hyderabad	.....	<i>Rabi</i> harvesting nearly over; <i>khari</i> operations have commenced in some parts of the district; small-pox and fever in five, measles in six, and cattle-disease in two talukas; locusts in Shahdampur taluka have destroyed grass grown from recent rains; river 3 feet 10 inches lower on 16th than on same date last year; weather seasonable; wheat 11.60, <i>bajri</i> 21, <i>jowari</i> 20, red rice 14.40, and white rice 9 seers per rupee.
Ahmedabad	.....	Manuring operations progressing; heat at its height; public health good; wheat 34 and <i>bajri</i> 52.
Baroda	.....	Harvesting nearly over; sugarcane in good condition; prices— <i>bajri</i> 42 and rice 22 lbs. in Baroda city.
Surat	.....	Preparations for sowing commenced in places; fever in four talukas; seven fatal cholera cases in Surat; <i>jowari</i> 43 and <i>nagli</i> 48 lbs.
Nasik	.....	Fever in one taluka; <i>bajri</i> 43, wheat 35, and <i>jowari</i> 53.
Colaba (Bombay)	.....	Average abnormal temperature 2° warm; vapour in air in excess of normal; abnormal wind southerly, except on 14th, when it was northerly.
Poona	.....	Average prices— <i>bajri</i> 46, <i>jowari</i> 67 lbs., in Poona <i>bajri</i> 46, <i>jowari</i> 57 lbs.
Ahmednagar	.13 at Shrigonda	Cattle-disease in Karjat and Jamkhed; <i>bajri</i> —maximum 72 lbs. in Jamkhed, minimum 51 in Kopergaon; <i>jowari</i> —maximum 108 in Jamkhed, minimum 66 in Kopergaon.
Sholapur	1.34	Total 2.04; <i>jowari</i> 86.30 and <i>bajri</i> 67.17.
Dharwar	Rain throughout district, heavy in six talukas.	Fields being prepared for early crops; rice 31 and <i>jowari</i> 96 lbs.; slight fever; cattle-disease decreasing.



Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bombay—contd.</b>		
Kanara ...	1.30 (average of five talukas).	Second crop harvest completed; preparing ground for monsoon crop; cattle-disease and fever prevail; common rice in Karwar 16, in district 16½ seers.
Rajkot ...	.....	Weather very hot; health good; irrigated <i>bajri</i> and <i>jowari</i> crops in Sorath promising; <i>bajri</i> 48 and <i>jowari</i> 50 lbs.
		<i>General Remarks.</i> —Rain general in Southern Mahratta Country, also slight in parts of Deccan; some injury by locusts in Belgaum and Hyderabad; prices still tend downwards in most districts.
<b>Bengal—(May 17th)</b>		
Chittagong ...	1.07	Weather seasonable; <i>pania aus</i> being sown; prospects of crops good; cattle-disease and small-pox all over the districts.
Dacca ...	4.44	Prospects favourable for staple crops.
24 Pergunnahs (Calcutta)	5.02	Late rain has facilitated ploughing, which is going on briskly; sowing of early rice and jute commenced in places; no crops on ground except <i>boro</i> seedlings at Satkhira and sugarcane, which are doing well; common rice at head-quarters at 16 to 20 seers and in sub-divisions 20 to 26 seers; cholera abated; health generally fair; rivers rising.
Moorsshedabad ...	.44	The late rain has done much good; agricultural operations are going on everywhere; fever in a mitigated form here and there; small-pox diminished.
Rajahmhye ...	2.44	Sowing of <i>aman</i> and <i>aus dhan</i> still progressing; crops on ground generally greatly benefited, though <i>til</i> may suffer a little; more rain not wanted at present; price of rice unchanged.
Burdwan ...	2.77	Weather showery and comparatively cool; some progress made in ploughing; cholera nearly ceased.
Rungpore ...	2.39	Weather cloudy and cool; crops good; cholera and small-pox abating.
Bhagalpur ...	.6	Prospects good; rice 22 seers 12 chittaks.
Purneah ...	1.35	Prospects of crops much improved by rain; ploughing still going on; rice 30 seers; health improved slightly; rivers low.
Patna ...	.98	Easterly wind prevailing; prospects of <i>cheena</i> and sugarcane good.
Durbhunga ...	3.44	Indigo, <i>mung</i> , and <i>cheena</i> greatly benefited; lands being prepared for <i>bhadoi</i> sowings; strong east wind; prices stationary; general health good.
Hazaribagh ...	1.12	Weather slightly cooler; ploughing commenced; no crops to report on; sugarcane promising; rice 23 seers; public health good.
Cuttack ...	<i>Nil</i>	Ploughing in progress; sowings commenced; small-pox still prevails.
		<i>General Remarks.</i> —Rain in almost all districts during week, benefiting crops and facilitating ploughing and sowings, still wanted in Orissa; indigo, jute, and sugarcane doing well; agricultural prospects good, except in Balasore, where operations are suspended for want of sufficient rain; <i>boro</i> and <i>dalna</i> paddy being reaped, with fair results; general health good; cholera decreasing; cattle-disease in Chittagong.
<b>N. W. Provinces and Oudh—</b>		
Benares (May 18th)	<i>Nil</i>	Wind easterly, weather cloudy and close; cholera still continues in the city, elsewhere health good; supplies plentiful; prices fairly stationary.
Allahabad ( " " )	Slight shower on 17th	Wind persistently east, save for gusty dust-storm from south-west and north-west; cholera on the decrease; small-pox still present; prices on the whole stationary; wheat 19 <sup>13</sup> / <sub>10</sub> , barley 26 <sup>7</sup> / <sub>10</sub> , gram 22 <sup>7</sup> / <sub>10</sub> , coarse cleaned rice 15½, unhusked rice 25½, <i>bajra</i> 24½, and peas 26 <sup>3</sup> / <sub>16</sub> seers.
Gorakhpur ( " " )	Rain in all tahsils	Weather good; cholera still in the district; <i>rabi</i> threshed; prices of wheat, rice, and peas rising slightly.
Jhansi ( " " )	A very slight shower on the 15th May.	East wind prevails; mango crops damaged by strong winds; weather cloudy; prices stationary; markets well supplied; wheat 22½, gram 26, and <i>bajra</i> 25 seers; health good; cattle-disease decreasing.
Agra ( " " )	Slight rain in three parganas.	Wheat 20, gram 21, barley 23, <i>bajra</i> 23, <i>makka</i> 28 seers.
Bareilly ( " " )	Showers on 10th, 13th, and 14th.	Storms of wind followed by showers on the 10th, 13th, and 14th; weather clear; wind east; health good; prices steady; wheat 21½, barley 23½, <i>bajra</i> 23½, common rice 15, gram 21½ seers per rupee.
Meerut ( " " )	On 15th .8 at Sirdhana, .8 at Mowana, .4 at Baghpat, .3 at Hapur.	Hot east winds; violent dust-storm with rain on Saturday evening, many trees uprooted, more damage; one case of cholera on 11th instant, fatal, none since; some fever at Sirdhana, otherwise health good; cheapest wheat 21½, gram 22, <i>arhar</i> 25, barley 29, <i>bajra</i> 17½ seers.
Kumaun ( " " )	.....	Four days stormy, since fine; health fair; crops good; cattle-disease continues; prices stationary.
Lucknow ( " " )	.1 at Lucknow and Malihabad; .4 at Mohanlalganj.	Prevailing wind east; occasional dust-storms; cholera and cattle-disease still prevalent; crops harvested and threshing nearly completed; new gram arriving in the markets; barley 20 seers per rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>N. W. Provinces and Oudh—contd.</b>		
Partabgarh (May 17th)	Rain accompanied by storms.	The wind strong from the east; occasional storms with rain have cooled the air; small-pox in Partabgarh; cholera disappearing; prices falling slightly.
Sitapur ( " 18th)	Nil	Wind east; weather unsettled; threshing floors still uncleared; health good; wheat 22½, barley 32, gram 22 seers.
Fyzabad ( " " )	2 on 15th	Winds greatly easterly, but varying; cholera greatly abated; barley two seers dearer.
Aligarh ( " " )	4 (average)	Weather cooler after rain; indigo sowings progressing; slight fever reported in Atrauli, Koil, and Sikandra; wheat 20, barley 26, <i>bejhar</i> 26, gram 20 seers.
Moradabad ( " " )	.....	Three dust-storms during the week with rain in all six tahsils; export of grain towards Agra and Muttra continues; no material change in prices; one death from cholera reported; outturn of <i>rabi</i> said to be less than was expected.
Rae Bareilly ( " 17th)	3 at Sadr on 15th; 1 at Dalman.	Violent dust-storm on 15th with hail and rain; mangoes much damaged; well-making and repairs of houses continue to give employment; prices still rising; gram 18, wheat 19½, <i>mothi</i> 22, barley 22½, <i>dhan</i> 23, <i>sawa</i> 23½, <i>arhar</i> 25, <i>makai</i> 27½ seers.
Cawnpore ( " 18th)	1 to 2-1 in seven parganas, with hail.	Slight damage to extra crops and mangoes; health good; prices stationary; wheat 21, barley 26, <i>juar</i> 27, <i>bajra</i> 26 seers.
Farakhabad ( " " )	2 to 9, accompanied by heavy thunder-storm.	Weather fair, wind east on evening of 14th; crops garnered; health fair; prices—wheat 20½, barley 28½, gram 21, <i>bajra</i> 28½, and rice 13½ seers.
Saharanpur ( " " )	6	Wind east; threshing, winnowing, &c., progressing; health good; some cattle-disease in tahsil Nakur; wheat 20½, gram 21, barley 28½, rice 10½, <i>juar</i> 20, <i>bajra</i> 19½, <i>urd</i> 23, and <i>makai</i> 23½ seers.
<b>Punjab—(May 17th)—</b>		
Delhi	.....	Spring crops have all been cut; prices falling; health fair, but cases of cholera have occurred.
Hissar	Slight rain	Weather has been cloudy; young crops doing well; health good.
Umballa	1-1	Cutting of the spring crops still in progress; health good.
Jullundur	4	Prices steady; threshing and winnowing of spring crops still in progress.
Lahore	4	Prices still show a downward tendency; health good.
Ferozepore	4	Crops still being gathered; prices firm; health good.
Sialkot	1	
Rawalpindi	.....	Reaping of crops progressing, estimated outturn about average; prices steady.
Peshawar	.....	Prospects fairly good; prices steady.
Mooltan	.....	Crops still being garnered; prices firm.
Dera Ismail Khan	.....	Reaping still in progress; prices steady.
<b>Central Provinces—</b>		
Nagpur (May 18th)	3	Cloudy and hot; land being prepared for <i>kharif</i> ; no epidemic; prices easy.
Jubbulpore ( " " )	.....	Close and hot; harvesting approaching completion, outturn good; cholera in several villages; wheat 26 and rice 14 seers.
Saugor ( " " )	.....	Hot and cloudy; cholera at Garhakota; small-pox prevalent; prices easy.
Seoni ( " " )	11	Cloudy and hot; winnowing of <i>rabi</i> nearly finished, outturn excellent; cattle-disease and small-pox continue; rice 16-12 and wheat 27-4 seers.
Hoshangabad ( " " )	.....	Hot, occasionally cloudy; threshing continues; small-pox prevalent; wheat 18, rice 9, and <i>juar</i> 40 seers.
Raipur ( " 14th)	52; heavy showers with hail on 11th May.	Ploughing in progress; rice sowings begun in some places; cattle-disease in Dhamtari; public health good; prices rising.
Sambalpur ( " 12th)	24	Severe dust-storm followed by rain on the 10th; weather very hot; cholera slightly prevalent; rice 40 seers.
<b>General Remarks.</b> —Weather cloudy and warm, with slight rain in four districts and severe dust-storm on the 11th current; at Nagpur, Raipur, Chindwara, and Balaghat land being prepared for <i>kharif</i> sowings; cholera and small-pox still exist in some districts of the Jubbulpore and Nerbudda divisions, elsewhere public health generally good; cattle-disease still reported; prices easy.		

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>British Burma—</b>		
<b>(May 14th)—</b>		
Akyab ...	17	Total rainfall 2.98; public health good; cattle-disease in two town-ships.
Rangoon ...	3.36	Total rainfall 3.92; a few cases of cholera and small-pox, otherwise public health good.
Bassien ...	1.55	Total rainfall 1.90; public health good; cattle-disease in one town-ship.
Prome ...	1.72	Total rainfall 3.26; a few cases of cholera, otherwise public health fair.
Amherst (Moulmein) ...	3.20	Total rainfall 4.82; a few cases of cholera in Moulmein, otherwise public health good.
Toungoo ...	2.35	Total rainfall 3.27; public health good.
		<i>General Remarks.</i> —Some cholera in Pegu, a little small-pox, otherwise public health good; some cattle-disease in Akyab and Bassien; rains have set in, but not heavily.
<b>Assam—(May 18th)—</b>		
Gauhati ...	3.49	Weather seasonable; fever in the station; <i>asa</i> cultivation nearly finished; crops in prosperous condition.
Sylhet ...	0.96	Weather seasonable; planting, sowing, and ploughing going on vigorously; prospects favourable.
Cachar ...	2.84	Weather cool and rainy; 9,374 deaths reported from cattle-disease to date; sowing of <i>asa</i> , <i>dumahi</i> , and <i>murali</i> crops continues; common rice 22½ seers per rupee; health good.
Dibrugarh ...	1.56	Days warm, with occasional showers; cattle-disease at Koorgian; ploughing for <i>sali</i> crops progressing; district healthy.
<b>Mysore and Coorg—</b>		
<b>(May 18th)</b>		
Bangalore ...	1.39	Want of water felt in the Kolar district; prospects fair; fever and small-pox in parts, and murrain among cattle; prices stationary.
Mysore ...	4.62	
Mercara ...	1.17	
		<i>Vaisakh</i> and paddy crops continue good.
<b>Berar &amp; Hyderabad—</b>		
<b>(May 18th)</b>		
Amraoti ...	.....	Weather very hot; ploughing operations continue; wheat 20 and <i>jowari</i> 34 seers.
Akola ...	.....	Preparations for <i>kharif</i> sowings progressing.
Hyderabad ...	.....	<i>Fathi</i> crops being reaped; preparations for <i>kharif</i> crops in progress; weather hot; no sickness; prices—coarse rice 9½, wheat 15½, yellow <i>jowari</i> 26, white <i>jowari</i> 21, and <i>tur</i> 29 seers per current sicca rupee.
<b>Central India States—</b>		
<b>(May 18th)</b>		
Indore ...	Nil	Weather cooler; health good.
Morar (Gwalior) ...	.02	Weather moderately hot; health good; rates stationary.
Sutna ...	.43	Weather stormy.
Neemuch ...	.....	High winds prevail; no epidemic in cantonment, but a few cases of small-pox are reported in the districts around.
Goona ...	.03	Crops good; health fair; fever prevalent.
Bhopal ...	.....	Weather hot; public health good; some small-pox.
Agar ...	.....	Health and prospects good.
Nowgong ...	.....	Health fair.
Mauipur ...	.....	Weather cloudy and very hot; prices stationary.
<b>Rajputana—</b>		
Abu (May 18th) ...	.....	High winds still prevail; seasonable.
Sirohee ( " 15th) ...	.....	Tanks dry, wells good; healthy; very hot.
Marwar ( " 13th) ...	.05	Tanks all dry, water obtained from wells with great difficulty; health good; heat unbearable, hot winds blowing furiously; dust-storm with slight rain, shower greatly abated heat; prices falling.
Mewar ( " " ) ...	.....	Tanks, wells, and health good; very hot.
Harrowtee ( " 14th) ...	.12 in Deoli; .03 in Kotah; and .07 in Tonk.	Health good; heat intense, followed by violent storm of wind and rain.
Jhallawar ( " 12th) ...	.....	Seasonable; small-pox at Shahabad, not much.
Ajmere ( " 18th) ...	.02	Heat excessive; hot winds blowing steadily; health good.
Jaypore ( " " ) ...	Slight rain	Frequent dust-storms; health good; prices firm.
Bhairpore ...	.....	Report not received.
Udwair (May 17th) ...	.55 (average of six tahsils).	Wells low; health fair.
<b>Nepal (May 10th)—</b>		
Katmandu ...	.60	Intermittent rain for the last five days; the hot winds have ceased, and the weather is much cooler.

C. GRANT,

Offg. Secy. to the Govt. of India.



# SUPPLEMENT TO The Gazette of India.

No. 22. } CALCUTTA, SATURDAY, MAY 28, 1881.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of six Rupees per annum if delivered in Calcutta, or nine Rupees if sent by Post.*

*No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

### ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR THE YEAR 1879-80.

Nos. 114-30T., dated Simla, May 5, 1881.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter No. 536T., dated the 15th December 1880, from the Director General of Telegraphs, together with its enclosure, the Administration Report of the Indian Telegraph Department for the year 1879-80.

RESOLUTION.—The year under review exhibits the largest surplus yet obtained in any year over the working expenses of the department.

2. The total working expenses amounted to Rs. 30,25,546, while the earnings amounted to Rs. 43,44,909, showing a surplus of Rs. 13,19,363, or an increase of Rs. 7,11,117 over the surplus of Rs. 6,08,246 of the previous year.

3. The increase in message traffic has been generally distributed over both *State* and *private* operations; the increase in *private* traffic is most satisfactory, especially the large increase of Rs. 1,42,464 in foreign business.

4. It cannot be confidently anticipated that so large a revenue will be earned in future years; but there are indications that the recent rapid expansion of telegraph business is not entirely due to abnormal causes, and that a steady and permanent increase in the extent to which the telegraph service is being utilised by the public is taking place.



5. The net capital expenditure during the year amounted to Rs. 5,40,921. The capital account, which stood at the end of the year at Rs. 3,41,02,791 includes Rs. 56,39,910 for abandoned lines, buildings, &c. The capital expenditure of the year has been much diminished by the large reduction of store balances which could not be replenished during the year; the cost of replacing these stores will appear in the accounts of the following year, which may consequently be expected to show a considerably higher expenditure on capital account.

6. The capital account of the Telegraph Department at present includes numerous items which are either properly chargeable to *revenue*, and which should have been charged off in the year in which they were incurred, or which have not added to the permanent value of the plant; and orders have already issued in Public Works Department Resolution Nos. 373-81T. of the 5th October 1880 for the capital account to be carefully scrutinised with a view to the elimination of such items, and to the arrival at a fair valuation of the lines, &c., as they now stand.

7. The miles of lines and wires (including cables), the property of Government, were increased respectively during the year under review from 18,589 and 44,578 to 20,468 and 51,945; added to this 1,761 miles of wire, the property of Railway Companies, were maintained by the Telegraph Department.

8. The average speed of transmission of messages over the main lines is slightly in excess of the previous year; and, notwithstanding the extraordinary causes referred to in paragraph 26 of the Report, it is satisfactory to find that interruptions to traffic were fewer in number, and shorter in duration, than in previous years.

9. The Government of India records with much satisfaction its appreciation of the able manner in which the department has been administered during the year, and of the general results of the year's operations.

ORDER.—Ordered, that copies of this Resolution and of the Report be for-

Madras, Bombay, Bengal, North-Western Provinces and Oudh, Punjab.  
Central Provinces, British Burmah, Assam, Hyderabad, Central India, and Rajputana.

sioner in Sind.

warded to the Secretary of State, and to the Local Governments and Administrations noted on the margin, and to the Government of Ceylon, and the Commis-

Also to the Foreign Department for communication to the Resident at Mysore and Chief Commissioner of Coorg.

Also, that a copy of this Resolution be forwarded to the Director General of Telegraphs for information.

Also, that a copy of this Resolution and of the Report and Appendices A, B and F be forwarded to the Home Department of the Government of India for information; and to the Publisher of the *Gazette of India* for publication in the Gazette.

ALEX. FRASER, *Major-General, R.E.*

*Secy. to the Govt. of India.*

## ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR 1879-80.

The results of the operations of the Department for the year 1879-80 shew a satisfactory progressive improvement.

The total working expenses amounted to Rs. 30,25,546 and the earnings to Rs. 43,44,909, shewing a surplus of Rs. 13,19,363,\* as compared with the surplus of Rs. 6,08,246 during the preceding year.

The number of paid telegrams increased from 1,371,721 in 1878-79 to 1,562,511, of which latter 1,327,952 were inland and 234,559 foreign.

The miles of lines and wires (including cables) increased respectively from 18,589 and 44,578 to 20,468 and 51,945. In addition, 1,761 miles of wire, not the property of Government, were maintained by the Department for the service of Railway Companies, as against 6,723 during the previous year.

The large increase in the mileage of lines and wires belonging to the Department, and the decrease in the mileage of wire maintained for Railway Companies, is chiefly due to the transfer of the East Indian Railway to the State on the 1st of January 1880.

The number of Departmental offices increased from 250 to 276, and at the close of the year 633 Railway Telegraph offices were technically supervised by the Department, as against 525 during the preceding year.

Notwithstanding the increase of traffic, the speed of transmission has, in the case of all the main routes, practically been maintained. Details will be found at paragraph 20.

2. A clear idea of the progress that has been made year by year will be readily obtained from the following table and from diagrams which are annexed to this Report:—

RESULTS OF FINANCIAL RESULTS.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
Total expenditure per message ...	3.69	3.69	3.44	3.15	3.11	2.48	2.80	2.24	1.93
Total receipts per message ...	2.55	2.67	2.60	2.66	2.62	2.48	2.44	2.08	2.77
Total expenditure per mile of line (including rented lines).	164.53	162.12	161.54	160.00	154.08	145.02	147.08	151.10	142.15
Total receipts per mile of line (including rented lines).	107.62	117.00	128.39	134.90	130.19	145.00	155.61	180.87	205.57
Total expenditure per mile of wire (including rented wires).	81.74	81.58	79.03	78.58	72.87	63.27	58.78	60.32	50.34
Total receipts per mile of wire (including rented wires).	58.04	58.92	61.54	66.26	61.58	63.20	62.17	72.20	80.00
Number of messages per mile of line (excluding rented lines).	43.04	44.27	47.56	52.12	55.40	65.26	77.47	70.60	86.80
Number of messages per mile of wire (excluding rented wires).	23.44	23.67	25.08	27.39	28.87	32.77	39.45	38.16	42.97
Number of messages per office (paid and pro-forma).	3,810	3,396	3,341	3,752	4,095	4,774	5,711	5,620	5,000
Message revenue only per mile of wire (excluding rented wires).	58.07	63.14	66.40	68.29	71.39	75.08	80.00	90.40	107.29
Message revenue only per mile of line (excluding rented lines).	107.77	118.08	124.20	129.91	138.91	150.71	170.20	181.61	216.64
Average cost to sender { Inland ... { State ...	3.78	3.33	3.26	3.33	3.07	3.24	3.86	3.55	4.09
per message. { Foreign (Indian share) ... { Private ...	1.77	1.82	1.72	1.63	1.58	1.56	1.51	1.49	1.48
	13.30	10.07	9.85	8.47	9.10	15.08	16.86	18.17	16.04
	5.75	6.56	6.24	6.73	5.69	4.90	4.51	4.30	4.24

### REVENUE AND EXPENDITURE.

3. The total net capital expenditure of the Department during the year amounted to Rs. 5,40,921.

The Capital Account of the Department (excluding Ceylon) at the end of the year stood at Rs. 3,41,02,791, including Rs. 56,39,910 for abandoned lines, buildings, and stores.

\* After providing for a loss of Rs. 22,001, sustained in working the Ceylon system of telegraphs.

4. The following is a brief Statement of Receipts and Expenditure on Revenue Account of the whole Department, including India and Ceylon, for the year 1879-80:—

Expenditure in India and Ceylon ... ..	...	...	...	Rs. 30,25,546
<b>REVENUE.</b>				
	INDIA.	CEYLON.	TOTAL.	
	Rs.	Rs.	Rs.	
Paid Messages ... ..	36,58,725	89,805	37,48,530	
State Railways ... ..	3,14,053	900	3,14,953	
Guaranteed Railways ... ..	99,061	...	99,061	
Claims from Guarantors, &c. ... ..	35,401	2,192	37,593	
Minor undertakings ... ..	15,434	405	15,929	
Miscellaneous ... ..	14,799	71	14,870	
<b>TOTAL</b> ... ..	<b>41,37,473</b>	<b>93,463</b>	<b>42,30,936</b>	
Add <i>Pro-forma</i> Message Revenue ... ..	1,13,973	...	1,13,973	
<b>TOTAL</b> ... ..	<b>42,51,446</b>	<b>93,463</b>	<b>43,44,909</b>	43,44,909
Net profit of year as per para. 1 ... ..	13,19,363	...	...	13,19,363

5. The following is an abstract Revenue Account for India only for 1879-80, with corresponding figures for 1878-79:—

EXPENDITURE.	1878-79.	1879-80.	RECEIPTS.	1878-79.	1879-80.
	Rs.	Rs.		Rs.	Rs.
Repairs to lines ... ..	2,77,397	1,61,365	Message Revenue earned ... ..	29,63,569	36,58,725
Repairs to buildings by Public Works Department.	32,058	31,684	Receipts from State Railways for interest, line maintenance, technical supervision, &c.	1,71,071	3,14,053
Repairs by this Department ... ..	1,907	1,190	Receipts from Guaranteed Railways.	2,55,386	99,061
Direction ... ..	1,81,635	1,76,573	Claims from Guarantors ... ..	33,004	35,401
Accounts ... ..	52,470	54,692	Sales of Books, Gazettes, &c. ... ..	16,850	15,434
Superintendence ... ..	6,61,743	6,55,252	Miscellaneous ... ..	89,478	14,799
Line Maintenance ... ..	1,26,654	1,21,546	News-free and other <i>pro-forma</i> Message Revenue.	1,13,967	1,13,973
Check Office ... ..	38,129	41,475			
Signalling ... ..	14,34,905	15,06,059			
Tools and Plant ... ..	1,97,079	2,12,917			
Profit and Loss ... ..	187	220			
Printing charges by Printing Department.	2,488	3,544			
Absentee Allowances paid in England.	50,470	58,230			
<b>TOTAL EXPENDITURE</b> ... ..	<b>30,57,137</b>	<b>30,24,767</b>			
<b>DEDUCT—</b>					
Value of printed forms supplied to Ceylon.	1,028	1,976			
Share of General Charges debited to Ceylon.	10,146	9,714			
Share of General Charges debited to Capital.	75,861	1,02,725			
Debits to Indo-European Department.	...	860			
<b>TOTAL DEDUCTIONS</b> ... ..	<b>86,530</b>	<b>1,14,775</b>			
<b>NET REVENUE EXPENDITURE</b> ... ..	<b>29,70,607</b>	<b>29,09,992</b>			
<b>NET PROFIT</b> ... ..	<b>6,26,408</b>	<b>13,41,454</b>	<b>TOTAL RECEIPTS</b> ... ..	<b>35,97,015</b>	<b>42,51,446</b>

The increase of message revenue earned over that of the previous year (excluding Ceylon) is Rs. 6,95,156, due partly to the natural growth of traffic,

but chiefly to the increase in State messages connected with the military operations on the Frontier.

6. The receipts from Railways shew a decrease of Rs. 13,343. This is entirely due to the decrease on Guaranteed Railway receipts which are Rs. 1,56,325 less than the previous year. The major portion of this amount is, however, due from the South Indian Railway. A portion of the reduction is also due to the circumstance that from the 1st of January to the 31st of March 1880 the East Indian Railway became State instead of Guaranteed.

7. The *pro-forma* message revenue shews a decrease of Rs. 2,994, due to a decrease in the value of free copies of Government and Press messages.

8. Summaries of the financial results obtained in working the Telegraphs in India and Ceylon for the year 1879-80 are shewn in Appendix A, together with the results of the operations for the previous five years.

#### TRAFFIC.

9. A return of the Number and Value of Inland and Foreign Messages under the sub-heads "State" and "Private" will be found in Appendix B, the percentage being as follows:—

CLASS.	INLAND.		FOREIGN.		TOTAL.	
	No.	Value.	No.	Value.	No.	Value.
State ...	18-60	31-66	0-20	1-32	18-80	32-98
Private ...	66-40	40-88	14-80	26-14	81-20	67-02
TOTAL ...	85-00	72-54	15-00	27-46	100-00	100-00

Shewing the following absolute and proportionate increase over the result of the previous year:—

CLASS OF MESSAGES.	ACTUAL.									PERCENTAGE OF								
	INCREASE.						DECREASE.			INCREASE.						DECREASE.		
	Inland.			Foreign.			Total.			Inland.			Foreign.			Total.		
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.	
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.							
State ...	81,078	4,42,458	...	5,664	81,043	4,48,128	...	...	25	...	...	...	35-80	50-45	...	18-00	38-07	54-99
Private ...	78,023	98,588	35,734	1,42,854	1,06,747	2,41,080	...	...	...	...	...	...	7-57	6-87	18-87	17-01	9-47	10-80
TOTAL ...	1,54,101	4,41,046	35,734	1,48,128	1,80,790	6,89,143	...	...	25	...	...	...	18-13	24-54	18-80	18-80	23-63	...

10. The total number and value of paid messages as compared with the previous year was as follows:—

YEAR.	STATE.		PRIVATE.		TOTAL.	
	No.	Value.	No.	Value.	No.	Value.
		Rs.		Rs.		Rs.
1878-79	212,861	7,87,745	1,158,870	22,71,644	1,371,721	30,59,389
1879-80	203,894	12,85,868	1,268,617	25,12,662	1,562,511	37,48,538



*Inland Traffic.*

11. The growth of the inland message traffic, State and private, since the introduction of the present tariff, will be seen at a glance from the figures below :—

YEAR.	STATE.						PRIVATE.						TOTAL PAID MESSAGES.					
	Number.	Value.	PERCENTAGE OF number COMPARED WITH PREVIOUS YEAR.		PERCENTAGE OF value COMPARED WITH PREVIOUS YEAR.		Number.	Value.	PERCENTAGE OF number COMPARED WITH PREVIOUS YEAR.		PERCENTAGE OF value COMPARED WITH PREVIOUS YEAR.		Number.	Value.	PERCENTAGE OF number COMPARED WITH PREVIOUS YEAR.		PERCENTAGE OF value COMPARED WITH PREVIOUS YEAR.	
			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.
	No.	Rs.						Rs.						Rs.				
1873-74 ...	67,448	1,91,213	8'30	...	...	3'47	649,840	9,96,150	4'03	...	7'00	...	806,294	11,87,363	5'35	...	5'34	...
1874-75 ...	66,639	1,19,099	10'73	...	11'44	...	802,343	10,16,310	7'90	...	2'21	...	667,683	12,31,903	8'46	...	8'70	...
1875-76 ...	77,236	2,57,316	18'19	...	30'75	...	689,523	10,73,836	11'19	...	5'40	...	735,749	13,31,160	11'89	...	8'10	...
1876-77 ...	69,111	2,78,183	15'30	...	6'10	...	707,136	11,17,213	7'30	...	4'03	...	796,247	13,90,308	8'23	...	4'46	...
1877-78 ...	90,008	3,31,472	11'10	...	17'08	...	974,318	13,61,173	33'84	...	31'84	...	978,361	16,63,648	23'35	...	21'02	...
1878-79 ...	1,23,634	4,46,308	25'08	...	30'42	...	1,046,120	16,66,891	19'64	...	16'51	...	1,169,954	20,34,097	30'30	...	30'89	...
1879-80 ...	2,00,544	7,44,177	60'21	...	66'03	...	964,307	14,34,297	...	7'83	...	9'68	1,173,851	21,76,474	0'33	...	7'10	...
1879-80 ...	2,80,633	11,89,636	38'09	...	59'45	...	1,037,330	15,32,863	7'57	...	6'87	...	1,337,963	27,19,498	13'13	...	34'84	...

*Foreign Traffic.*

12. There has been an increase in Foreign traffic, State and private. The percentage of increase compared with previous years is shewn in the following figures :—

YEAR.	PERCENTAGE OF INCREASE, COMPARED WITH PREVIOUS YEARS.	
	No.	Value.
1873-74 ...	12'72	7'33
1874-75 ...	15'75	6'24
1875-76 ...	8'87	8'21
1876-77 ...	22'44	5'34
1877-78 ...	38'14	27'28
1878-79 ...	5'28	0'42
1879-80 ...	18'56	16'82

13. Appendix C shows the percentage of number of messages between India and places to the westward, by each route, for the past nine years. The comparative results of the period under review and of the three previous years are as follows:—

		1876-77.	1877-78.	1878-79.	1879-80.
<i>Via</i> Suez	...	60.22	79.10	75.04	71.88
" Teheran	...	37.57	17.72	23.07	22.64
" Turkey	...	2.21	3.18	1.89	2.48

Details of the number and value of messages to, from, and through India by each route will be found in Appendix B.

14. The following return of foreign traffic corresponds with that given in paragraph 11 for inland traffic:—

YEAR.	STATE.				PRIVATE.				TOTAL.			
	Number.	Indian share of charge.	PERCENTAGE OF VALUE AS COMPARED WITH PREVIOUS YEAR.		Number.	Indian share of charge.	PERCENTAGE OF VALUE AS COMPARED WITH PREVIOUS YEAR.		Number.	Indian share of charge.	PERCENTAGE OF VALUE AS COMPARED WITH PREVIOUS YEAR.	
			Increase.	Decrease.			Increase.	Decrease.			Increase.	Decrease.
		Rs.				Rs.				Rs.		
1872-73	1,211	12,106	45.90	33.40	76,883	5,08,219	16.64	...	78,094	5,16,115	13.23	...
1873-74	1,203	11,251	7.75	0.60	86,683	5,40,877	7.39	12.72	87,886	5,52,128	6.97	12.84
1874-75	1,206	11,053	1.75	6.47	1,00,338	6,74,675	6.34	15.75	1,01,543	5,86,733	6.00	15.65
1875-76	1,675	17,076	54.46	45.67	1,09,347	6,21,976	6.21	6.87	1,11,123	6,28,043	9.08	9.33
1876-77	1,914	20,807	69.08	2.08	1,33,771	6,66,074	5.36	22.64	1,35,685	6,53,941	7.04	22.10
1877-78	2,359	25,837	24.11	18.03	1,64,801	6,33,778	27.23	36.14	1,67,060	6,69,606	27.14	37.66
1878-79	2,807	43,568	46.39	21.00	1,94,563	6,37,345	5.29	0.43	1,97,370	6,80,913	1.90	5.79
1879-80	2,372	49,333	1.05	13.00	2,31,267	6,79,808	16.67	17.01	2,34,639	10,29,041	16.80	16.93

15. Diagrams A and B give the number and value respectively of Inland and Foreign paid messages from year to year as far back as the record is available.

*Principal extensions in Foreign Lines and alterations in Tariffs.*

16. The submarine line from Penang to Singapore was duplicated in July and August 1879, the new cable being taken into the intermediate Port of Malacca.

From Singapore to Port Darwin a second cable was laid in January 1880, thus completing the double line from India to Australia.

A cable was laid from Natal to Zanzibar in September 1879, and three months later the completion of the Section Zanzibar-Aden placed the Cape Colonies in telegraphic communication with the great international system.

A new French company having laid a cable between France and the United States of America in January 1880, the competing Atlantic Cable Companies reduced their tariffs from 3Fr. 75Cts. to 60Cts. per word.

*Signal Offices.*

17. Appendix D is a classified abstract of Signal Offices according to the amount of traffic originating at each for the past seven years.

18. Appendix E shews the number of offices in each division open at the end of the year 1879-80. The following were opened and closed during the year :—

Opened.	Date.	Closed.	Date.
Dagshai ...	19th April.	Akot ...	16th April.
Dalhousie ...	29th Do.	Bagh ...	30th January.
Salathu ...	12th May.	Dadur ...	19th February.
Alinora ...	16th June.	Gulistan Karez ...	26th Ditto.
Chakrata ...	8th Do.	Ngathinegyoung ...	6th March.
Barikab ...	19th October.		
Budokikheyl ...	20th Ditto.		
Gundamuck ...	1st November.		
Butkak ...	3rd Ditto.		
Cabul ...	3rd Ditto.		
Pozwan Kotai ...	10th Ditto.		
Golaghat ...	8th Ditto.		
Jagdallak ...	14th Ditto.		
Mundoorie ...	17th Ditto.		
Hadian Abdal ...	24th December.		
Rozabad ...	30th Ditto.		
Latabund ...	5th January.		
Seh Baba ...	15th Ditto.		
Bhorpatar ...	17th Ditto.		
Bala Hissar ...	22nd Ditto.		
Hateriajan ...	31st Ditto.		
Sibi ...	3rd February.		
Dinapur ...	18th Ditto.		
Nichu Guard ...	20th Ditto.		
Killa Abdulla ...	26th Ditto.		
Thugh ...	26th Ditto.		
Dhamsiri Mukh ...	1st March.		
Pherrims ...	7th Ditto.		
Cawnpore City ...	18th Ditto.		
Piplima ...	28th Ditto.		
Lachipore ...	31st Ditto.		

Number of offices open on 31st March 1879 ...	...	...	...	250
ADD—Number of offices opened during 1879-80 ...	31	}	...	26
DEDUCT—Number of offices closed during 1879-80 ...	5	}	...	
Number of offices open on 31st March 1880 ...	...	...	...	276

*Complaints.*

19. In Appendix F will be found particulars of all the complaints received from the public during the year, those in which this department was concerned being separated from those chargeable to Railway or Foreign Telegraph lines.

The number of complaints received from the public, in which this Department is concerned, is in excess of those received last year, the increase amounting to about 25 per cent. against an increase of traffic of about 14 per cent. Many of the complaints are concerning messages passing over lines beyond the frontier, where the service is not so efficient as in India, and where messages are delivered sometimes with great difficulty.

The increase under the head of Non-delivery does not shew a falling-off in efficiency, inasmuch as the return of all messages undelivered (see paragraph 24), shews that the increase in the number of those undelivered from causes within departmental control is less than would be explained by the increase of traffic. In fact, the absolute number of complaints of non-delivery is so small compared with the total number of messages undelivered, that no conclusion can properly be drawn.

The number of admitted complaints in which other administrations are concerned is about 13 per cent. in excess of last year, against an increase of traffic of about 17 per cent.

*Speed of Transmission.*

20. The average time occupied in the transmission of messages over the long main routes during the year under review and the three previous years was as follows:—

	1876-77.		1877-78.		1878-79.		1879-80.	
	H.	M.	H.	M.	H.	M.	H.	M.
Calcutta to Kurrachee ...	0	47	0	41	0	55	1	10
Kurrachee to Calcutta ...	0	44	0	26	0	29	0	45
Calcutta to Bombay ...	1	13	1	14	0	57	1	13
Bombay to Calcutta ...	1	13	1	15	0	59	1	4
Calcutta to Madras ...	1	51	2	28	1	22	1	27
Madras to Calcutta ...	1	56	2	20	1	25	1	27
Bombay to Madras ...	0	46	1	16	0	33	1	40
Madras to Bombay ...	0	48	1	8	0	38	0	46
Galle to Madras ...	3	8	5	6	3	27	2	59
Rangoon to Calcutta ...	11	49	7	41	2	32	3	15
Bombay to Kurrachee ...	0	47	0	43	0	41	0	43
Kurrachee to Bombay ...	0	47	0	28	0	31	0	37

The working speed of the lines has for some years been so high as scarcely to admit of improvement, while any great increase of traffic, such as that which has occurred during the year under report, must result in slightly increasing the average time occupied in the transit of telegrams on the long through lines. A better idea of the immense improvement which has been effected in this respect will be obtained from an examination of Diagram C, which gives the results for the last 12 years.

*News-free Messages.*

21. Reports of the state of the weather, of the arrivals of mail steamers, &c., exhibit a slight decrease in number, but increase in length and value, viz.:—

	No.	Value. Rs.
1878-79 ...	7,591	57,329
1879-80 ...	7,396	61,328
Decrease ...	195	...
Increase ...	...	3,999

*Traffic with Railway Telegraphs.*

22. Appendix G shows the number and value of messages transferred to, and received from, State and Guaranteed Railways during the past seven years. A comparison of the figures of the period under report with those of the preceding two years shows the following result:—

PARTICULARS.	1877-78.			1878-79.			1879-80.		
	No.	Value.		No.	Value.		No.	Value.	
		Rs.	A.		Rs.	A.		Rs.	A.
Traffic exchanged with State Railways ...	28,985	32,309	14	27,783	43,322	5	40,994	56,188	5
Traffic exchanged with Guaranteed Railways ...	96,325	99,372	15	94,453	95,952	0	99,212	1,40,554	9
TOTAL TRAFFIC EXCHANGED WITH RAILWAYS ...	125,310	1,26,612	15	122,236	1,39,274	5	140,207	1,96,742	14



*Press Messages.*

23. The number and value of Press messages sent at reduced rates during the year by Reuter's Telegraph Company, and by other associations or individuals, are given in Appendix H. As compared with last year, the number is less by 47, but the value is more by Rs. 3,569.

*Undelivered Messages.*

24. The number of undelivered messages during 1879-80 was 4,992, as against 4,295 in the previous year.

The causes of non-delivery were as follows :—

1. Not found, address insufficient	...	...	1,211
2. Not found at address given	...	...	1,515
3. Address changed in transmission	...	...	101
4. Left station, new address not known	...	...	310
5. Left India	...	...	145
6. Left for original station	...	...	1,083
7. Refused	...	...	167
8. Returned by Dead Letter Office	...	...	239
9. Addressee, on the address given, unknown	...	...	50
10. Other reasons	...	...	171
TOTAL			4,992

There is an absolute increase of 697 undelivered messages or 16·22 per cent. over last year's figures. Of this increase, however, the net increase under items 2, 4, 5, 6, 7, and 8, which are beyond departmental control, is 574 or 13·36 per cent.; while under items 1, 3, 9, and 10, which alone can be influenced by the action of the department, the increase is only 123 or 2·86 per cent. against an increase of traffic of 13·90 per cent.

*Interruptions on Departmental Lines.*

25. Notwithstanding the increase of miles of line and wire, the following statement shews that there has been a decrease in both the number and duration of interruptions as compared with those of previous years. The statement includes interruptions due to extraordinary causes, details of which are given further on :—

	1877-78.	1878-79.	1879-80.
Total number of interruptions	386	350	310
Aggregate duration, hours	5,790	4,910	3,900
Average duration, hours	15	14	12·6
Interruptions for every 100 miles of wire	0·92	0·80	0·59

26. The interruptions during the year, due to extraordinary causes, and included in the above figures, were as follows :—

*July 1879.*—Between Mogulserai and Benares, lasting 480 hours. Span across the Ganges river broken by mast of a large boat, river being in flood.

*August 1879.*—Between Bankipore and Somastipore, lasting 313 hours. Six miles below Dulsingerai posts on bund washed away by back-water from Ganges. Country everywhere flooded.

*October 1879.*—Between Chittagong and Ramoo, lasting 120 hours. About 60 miles of wire more or less damaged, caused by cyclone.

*November 1879.*—Between Nellore and Guntoor, lasting 274 hours. Line down for 60 miles also broken in three different places, caused by cyclone.

*Signalling Establishment.*

27. There were 903 Departmental and 205 Military Telegraph Masters and Signallers on duty on the strength of the establishment at the close of the year, as compared with 855 and 111, respectively, on the 31st March 1879. In addition there were 151 military men under training.

The casualties among Telegraph Masters and Signallers have been 31

Deaths	16	as per margin, against 34 during the preceding
Dismissals	5	year, a percentage of 3.43 against 3.97 of last
Resignations	7	year.
Remanded to regimental duty	1	
Services dispensed with	1	
Struck off strength of department	1	
	31	

The number of Military Signallers trained by the department during the year, to whom certificates of proficiency were given, was 116 as against 94 last year. 104 Military Signallers were employed in departmental offices and 101 in purely military offices.

#### *Electrical.*

28. From the 1st April 1879 to the 31st July 1879, Mr. C. L. Schwendler, Electrician, was in charge of the office. On the 1st of August 1879, his services were placed temporarily at the disposal of the East Indian Railway Company for work in connection with the electric light, and for the remainder of the year under report the office was held by Mr. W. P. Johnston, who had already successfully officiated as Electrician during the greater portion of the year 1878-79.

#### EXTENSIONS OF LINES AND WIRES AND LINE MAINTENANCE.

29. Appendix I is a classified list of all Telegraph lines, the property of this Department in India, Burmah, and Ceylon, on the 31st March 1880. The following are the total mileages of line, wire, and cable contrasted with those existing on the same date in 1879:—

			Line.	Wire.	Cable.
1878-79	...	...	18,589	44,470	108
1879-80	...	...	20,468	51,834	111
Increase	...	...	1,879	7,364	3

In addition to the above, the Department maintained 667 miles of line and 1,761 miles of wire, the property of Railway Companies, particulars of which are given in Appendix J.

30. The principal works executed in each division are as follows:—

#### *Arakan Division.*

31. A new gutta-percha cable was laid across the Koladyne river, 20 miles north of Akyab, in place of the old India-rubber cable laid in 1870, which failed.

#### *Assam Division.*

32. In connection with the outbreak in the Naga Hills, the following temporary lines on bamboos and trees were erected, viz.:—

Bokakat to Dhunsiri Mukh	...	...	6.5 miles with 2 wires.
Dergaon to Golaghat	...	...	15.5 " " "
and Golaghat to Piphima	...	...	82.5 " " 1 wire.

Several river spans were improved. At Agomoni, on the west bank of the Gungadthur, the position of the mast had to be altered in consequence of the bank cutting away, which necessitated the reconstruction of a short section of the line near the Gungadthur crossing. The Teesta span was reconstructed and considerably raised. The crossing over the Kushiara was put in good order and the wooden masts of that at Sylhet were replaced by iron ones.

*Bengal Division.*

33. In the towns of Calcutta and Howrah 5·27 miles of line and 9·05 miles of wire were erected for the Port Commissioners, Messrs. Mackinnon Mackenzie and Company, Messrs. Burn and Company, and Messrs. Turner Morrison and Company. Extensive improvements were made on the East Indian Railway Telegraph between Howrah and Allahabad.

*Bombay Division.*

34. Owing to the construction of the Kattywar State Railway, a line of telegraph, 106 miles in length, was erected from Bhownuggur to Wudwan. Including one wire for the Department, there are four wires on this line from Bhownuggur to Tembi Junction and three thence to Wudwan. Short local private and public lines aggregating 13·74 miles, with 31·37 miles wire, were erected, and a wire added to the line Poona to Sattara. The following lines have been re-insulated during the year—

- No. 10, Dadur to Surat.
- " 10, Surat to Ahmedabad.
- Nos. 11 & 12, Dadur to Surat.
- " 11 & 12, Bombay Fort to Dadur.
- " 3 & 4, Bombay to Deolalee.

*British Burmah.*

35. The insulation of the Section Myagwin to Bassein (a portion of the Henzada-Bassein circuit) was completed during the year, and that of the Section Hlaugau junction to Pegu (a portion of the Rangoon-Shoaygheen circuit) was in progress. The system of rented wires in Rangoon and Bassein was extended by the erection of three wires for Messrs. Krüger & Co., Messrs. Diekman Barkhausen and Messrs. Todd Finlay & Co., in Rangoon, and for Messrs. Bulloch Brothers in Bassein.

*Dacca Division.*

36. Two new cables were laid across the Pudda at Goalundo to replace the two cables laid in 1877 and 1878, respectively, which were broken by an Eastern Bengal Railway steamer on the 8th of September 1879. The hill line between Silligori and Darjeeling was reconstructed along the cart-road with two wires, one for departmental use and one for the use of the Darjeeling Steam Tramway Company. The Northern Bengal State Railway Telegraph line was extended from Rungpore to Kawnia, and an additional wire erected from Sara to Julpigori.

*Ganjam Division.*

37. The re-insulation of the Main wire of the Sections Ranecgunge to Cuttack, Berhampore to Bimlipatam, and Vizagapatam to Bezwarrah, was completed during the year; the suspension of a second wire from Bezwarrah to Masulipatam was in progress, and the line Bezwarrah to Hyderabad dismantled.

*Indore Division.*

38. The single-wire road line from Rutlam to Neemuch, 82·45 miles, was reconstructed along the Sindia-Neemuch State Railway, and two wires added for the use of the railway.

*Madras Division.*

39. A new line with two wires, 16·5 miles in length, was constructed for the South Indian Railway from Vellapuram to the East Bank of the Gingee river. The old Coast line from Negapatam to Ramnad, 132·5 miles, has been dismantled.

*Malabar Coast Division.*

40. The line from Mysore to Ootacamund was entirely re-constructed and insulated. The stone pillars and wooden posts on the line have been replaced by iron standards, and the serviceable wooden posts carried forward and used in the hilly country. The whole line has been brought nearer the road.

*Nagpur Division.*

41. A line of two wires for the use of the Nagpur and Chattisghur State Railway was constructed from Kamptee to Tumsar, 44 miles.

*Oudh and Rohilkhund Division.*

42. The uninsulated road line of one wire, Cawnpore to Fatehgarh, 84 miles was reconstructed for the use of and along the Furrackabad Provincial Light Railway with two wires, and extended to Furrackabad, 3 miles beyond Fatehgarh. A single-wire line, 57 miles in length, was constructed from Narora to Gopalpore along the Lower Ganges Canal, for the use of the Irrigation Department, and a single-wire line was put up from Ranikhet to Almora, 14.86 miles in length. The line from Narora to Rajghat belonging to the Irrigation Department was reconstructed on iron rails and insulated. The serviceable cable across the Ganges at Benares was brought into circuit for the Oudh and Rohilkhund Railway Company's use in place of the span wire carried away last July.

*Punjab Division.*

43. A new span was erected over the Indus at Attock, two extra wires, one from Rawal Pindee to Kohat and the other from Rawal Pindee to Peshawar, were erected; a third wire, Umballa to Simla, and an extra wire, for the use of the Railway from Lahore to Jhelum, were erected; a line on the Lalla Musa to Miani Salt Branch was completed to within  $1\frac{1}{2}$  mile of Miani. A temporary line from Simla to Naldera was also erected. The reconstruction of line Jhelum to Rawal Pindee was completed to within 10 miles of Rawal Pindee, and the changing of line from road to railway alignment from Ratyal to Rawal Pindee, was in progress.

*Rajpootana Division.*

44. A new line of two wires, 190 miles in length along the Western Rajpootana State Railway from Pahlampore to Beawar, a branch line of one wire from Soojut Road Station to Soojut Quarries, 7 miles, and a short line of 1.5 miles, also with one wire, from the Western Rajpootana State Railway Manager's Office, Ahmedabad, to south end of Sabarmati Bridge, were constructed during the year. A branch line of 15 miles in length from Kamari Railway Station to Mount Aboo was in progress, and a fourth wire put up from Pahlampore to Deesa.

*Rajpootana State Railway.*

45. A third wire was erected for the use of the railway between Jeypore and Ajmere, 83 miles. A single-wire line, 6 miles in length, was erected from Sambhar to Gudha, which was subsequently extended, 9 miles, to Nawah. A second wire was added to the line Phalera to Sambhar, and a short line of one wire, 1.5 miles, connecting the Railway Station at Ajmere with the District Traffic Office, was constructed.

*Sindia State Railway.*

A line of 1.15 miles, with one wire, was erected to connect the Dholepore Railway Station with the Jaraoli Engine Station.

*Sind Division.*

46. 104 miles of permanent line with three wires, and 47 miles of temporary line with one wire, along the Sukkur-Kandahar State Railway from Jacobabad to Hurnai, and 15 miles of temporary line with two wires from Sibi to Dadur, were constructed during the year.

## STATE AND GUARANTEED RAILWAY TELEGRAPHS.

47. Appendix J is a return showing the number of Telegraph Offices and extent of line and wire maintained for State and Guaranteed Railways together, with the Capital expended by this Department on behalf of each Railway.



## STORES AND WORKSHOPS.

48. The following are the principal items of expenditure under this head during the year:—

	Rs.
Purchase of stores in India ... ..	53,043
London stores, including freight and landing charges ...	4,71,187
Workshop and Press ... ..	1,74,820
Store-keeping ... ..	81,388
Superintendence ... ..	84,482
Stationery received from the Superintendent of Government Stationery, and value of printing done by the Superintendent of Government Printing without charge ... ..	31,829
<b>TOTAL</b> ... ..	<b>8,46,749</b>

49. The value of the out-turn from workshops was Rs. 3,01,445, and from the Press Rs. 51,958, against Rs. 3,51,527 and Rs. 33,073 of the previous year.

50. The total value of stores received and issued during the year amounted to Rs. 20,48,666; and the store-keeping charges, inclusive of four-fifths of the charge posted against superintendence in the above table (the proportion of division of superintendence charges being four-fifths to store-keeping and one-fifth to workshop and press) amounted to Rs. 1,06,973, or 5·2 per cent. on the total.

## CEYLON.

51. The summary of financial results, with its special attached appendix, given in Appendix A, shews the results of the operations for the past five years.

52. The total capital outlay of previous years was Rs. 67,709. The total capital outlay to the end of the year under review is Rs. 66,864. This reduction is due to writes-back amounting to Rs. 845, as follows:—

	Rs.
Construction of line, Badulla to Batticaloa ... ..	602
Alteration of line, Rumbukhana to Kadaganawa ... ..	2
Opening of offices at Kulutara ... ..	131
15 per cent. for establishment on works ... ..	110
<b>TOTAL</b> ... ..	<b>845</b>

The net loss in working for the year is Rs. 22,091. Deducting the writes-back, this is reduced to Rs. 21,246.

53. The following is an abstract of the Revenue Account for the years 1878-79 and 1879-80:—

EXPENDITURE.	1878-79.	1879-80.	REVENUE.	1878-79.	1879-80.
	Rs.	Rs.		Rs.	Rs.
Repairs of lines ... ..	12,613	11,920	Message revenue earned ... ..	95,817	89,805
Repairs of buildings, departmentally. ... ..	141	...	Receipts from Ceylon Railway, for maintenance of line. ... ..	900	900
Direction, Accounts, &c. (share) ... ..	10,146	9,714	Miscellaneous ... ..	869	566
Superintendence ... ..	26,688	24,201	Claims from the Colonial Government, under guarantee. ... ..	1,822	2,192
Line maintenance ... ..	10,457	11,239			
Signalling ... ..	51,771	53,457			
Tools and plant ... ..	4,751	2,829			
Value of printed forms supplied ... ..	1,023	1,076			
Profit and loss ... ..	...	218			
<b>TOTAL EXPENDITURE</b> ... ..	<b>1,17,587</b>	<b>1,15,554</b>	<b>TOTAL RECEIPTS</b> ... ..	<b>99,408</b>	<b>93,463</b>
Deduct writes-back, as explained above ... ..	...	845	<b>Net Loss</b> ... ..	<b>18,162</b>	<b>21,246</b>
Deduct share of charges for direction, &c., debited to Capital ... ..	17	...	(Loss not including writes-back.) ... ..	...	(22,091)
<b>TOTAL REVENUE EXPENDITURE</b> ... ..	<b>1,17,570</b>	<b>1,14,709</b>	<b>TOTAL REVENUE RECEIPTS</b> ... ..	<b>1,17,570</b>	<b>1,14,709</b>

54. The working expenses of the year are less than those of the previous year by Rs. 2,861. This is due to the writes-back of Rs. 845, and to decrease in expenditure on tools and plant, and share of direction, &c.

There is a falling-off in message revenue to the extent of Rs. 6,012. Last year there was a falling-off of Rs. 3,918. There is also a falling-off in miscellaneous revenue.

#### MILITARY OPERATIONS IN AFGHANISTAN AND THE NAGA HILLS.

55. Under this head in the Administration Report of last year, the operations of the Telegraph Department in connection with the military advance on Afghanistan were detailed up to the time of the signing of the Treaty of Gundamuck or the close of the first campaign.

56. In ordinary course this report would embrace the operations of the Department from the commencement of the second campaign up to the 31st March 1880 only. But as at the time of writing it, the second campaign had practically terminated by the withdrawal of the troops from Kabul and the victory at Kandahar, I have thought it more convenient to continue the narrative of events, as connected with this Department, up to that period.

57. As in the previous campaign, the conduct of the Military Signallers has, as a rule, been admirable. The names of those who have more particularly distinguished themselves have been submitted to His Excellency the Commander-in-Chief.

58. Details will be found in the following appendices:—

APPENDIX K.—Report by Mr. Officiating Superintendent S. J. Josepha, in charge of Telegraphs with the Kurrum Field Force.

APPENDIX L.—Report by Mr. Officiating Superintendent R. Boteler, in charge of Telegraphs with the Kandahar Field Force.

APPENDIX M.—Report by Mr. Officiating Superintendent S. P. W. V. Luke, C. I. E., in charge of Telegraphs with the Khyber Field Force.

APPENDIX N.—Report by Mr. Superintendent W. McGregor, in charge of Telegraphs with the Naga Hills Field Force.

##### *Kurrum Valley Field Force.*

59. At the conclusion of the first campaign the line in the Kurrum Valley was complete and working to Ali Kheyl. It was then in contemplation to extend this line to Kabul, and Mr. S. J. Josepha, who had hitherto been in charge of the line, was deputed to carry out the extension. Mr. Josepha pushed on the line in advance of our outposts and without escort. On the 4th September news was brought of the massacre of the Envoy and Mission, and on the 18th of September a telegraph Office was opened on the Shuturgurdun.

60. Mr. Josepha was indefatigable in his exertions to push on his stores over the Shuturgurdun; and although on one occasion the telegraph convoy was attacked and 20 men killed and wounded, he succeeded in completing the most difficult portion of the line and in reaching Kushi where he applied for an escort. As troops could not be spared for an escort, Mr. Josepha returned to the Shuturgurdun, arriving on the 1st October. From this date to the 15th he was engaged pushing on telegraph materials to the Logar Valley, and in endeavouring to repair the line from the numerous attacks made upon it in all directions. His parties were frequently attacked and had to work under fire, and on the last occasion, the 15th October, the Officer Commanding at Shuturgurdun thought it necessary to send out reinforcements with artillery to bring the parties in.

61. On the 20th October the Shuturgurdun office was finally closed, and on the 21st Mr. Josepha proceeded to Kabul, where he arrived on the 26th and at once commenced the erection of a telegraph line towards India to meet the party working from Peshawar.

62. By the 1st November 12 miles of line were completed and an office opened at Butkak, and on the 19th November after a delay of 10 days, owing to the uncertainty of the route to be followed, the line was finished to nearly Jagdallak, where Mr. Josepha met the line from Peshawar, and through communication between India and Kabul was established.

63. The construction of the line from Kabul to Jagdallak, through an inhospitable and very difficult country, including the crossing of two difficult mountain passes, was carried out at the rate of over 4 miles a day.

64. The services rendered by Mr. Josephs were of the greatest value, the more so as he was never a burden to the Transport Department, having with great energy and perseverance succeeded on all occasions in providing his own carriage. On leaving Kabul his services were specially brought to notice in a Field Force order issued by Lieutenant-General Sir F. Roberts, K.C.B., V.C.

65. The Kurrum Valley line, which was originally constructed as a semi-permanent line, was made permanent by Mr. Assistant Superintendent A. J. M. Reade who, after the departure of Mr. Josephs, was placed in charge.

66. On the evacuation of the Kurrum Valley and the withdrawal of the troops, Mr. Reade dismantled the line as far as Thull, and closed the several offices on the line one by one as the troops retired.

#### *Kandahar Field Force.*

67. Mr. Officiating Superintendent C. E. Pitman, C.I.E., who was in charge of the telegraphs with the Kandahar Field Force during the period embraced in the last Administration Report, proceeded to Europe on furlough on the 7th of January 1880, when the lines and offices were placed under the control of Mr. Officiating Superintendent R. Boteler, who carried out all the duties connected with this important charge with admirable energy, zeal, and discretion.

68. A Field line was erected from Quetta *via* Kach for about 45 miles.

69. On the 2nd of July 1880 orders were received from Government for the construction of a line to accompany the troops moving from Kandahar towards Girishk. Mr. Boteler had constructed about 9 miles of this line, when the disaster at Mehwand happened. The line had then to be abandoned, and when our troops retired and held the city and citadel at Kandahar, the line was entirely destroyed and carried away by the enemy.

70. At the commencement of the siege Mr. Boteler constructed a line completely round the city walls, and opened offices at the four principal gates as also in the centre of the city, connected by a loop from the nearest wall. The Signal Tower was also brought into circuit. These six telegraph offices worked all through the siege, and it is believed proved of the highest service. A line was also suspended between the Signal Tower and the north-west bastion, and was fitted with telephones. This was used in directing the fire of the heavy guns.

71. Four lines of wire entanglements were also carried entirely round the city, nearly 5 miles. During the progress of this work Mr. Boteler and his party were under fire nearly the whole time. These wire entanglements were not understood by the enemy, and were much feared, and it is believed proved of the greatest service.

72. While the siege was in progress, the line running south connecting Kandahar with Chaman had been completely destroyed, and on the 31st of August 1880, on the arrival at Kandahar of Lieutenant-General Sir F. Roberts, and the raising of the siege, steps were at once taken for reconstructing this line. The wire entanglements referred to were removed for the use of the line, but the great difficulty was to obtain posts, as on the entire route from Kandahar to Chaman, 75 miles, only three miles of posts were found, the remainder having been either destroyed or carried away.

73. It was known that the enemy had prepared a quantity of scaling ladders. These were searched for. Two hundred were found and cut up, each ladder making two telegraph poles. With these and with others obtained from villages, Mr. Boteler pushed on the line towards Chaman and opened an office at Abdulraham on the 5th September. In eight days he had finished the line to Gutai, 57 miles, and completed the distance to Chaman, 73 miles, and opened communication with Kandahar on the 14th September. The line has since been cut several times, but the country is now quieting down.

74. The part played by Mr. Boteler during the siege, and the skill and extraordinary energy shewn by him in re-erecting the line between Kandahar and Chaman, is deserving of the highest commendation, and has been publicly acknowledged by Sir F. Roberts.

75. In connection with the military operations of the Kandahar Field Force a railway, since called the Kandahar State Railway, was constructed from Ruk to Sibi. The work was commenced on the 5th October 1879, and finished on the 14th January 1880.

76. At the same time a permanent telegraph line was erected along the railway. At this period telegraphic communication with Kandahar from Jacobabad was already established along the old south line, *via* Dadur, the Bolan Pass, and Quetta; and on completion of the new line along the railway as far as Sibi, that station was connected by a branch line with Dadur, and the old line, Dadur to Jacobabad, was thrown out of circuit.

77. A temporary telegraph line for the use of the railway staff was subsequently extended to Hurnai and further *via* Kuchlak to Quetta. This extension was afterwards entirely destroyed by the Murris, and the present communication with Kandahar is *via* Sibi by the new railway line, and thence through Dadur and Quetta by the Bolan Pass.

78. The telegraph line along the new railway was constructed with great rapidity by Mr. Assistant Superintendent F. G. Maclean, assisted by Mr. Assistant Superintendent F. E. Dempster. The valuable services rendered by Mr. Maclean on this occasion were brought to the notice of the Government of India by the Governor of Bombay, Sir R. Temple, in his Minute dated the 10th March 1880.

79. The extension beyond Hurnai to Quetta was carried out by Mr. Officiating Superintendent Boteler, assisted by Mr. Dempster.

#### *Khyber Field Force.*

80. At the close of the first campaign, the Khyber Field force telegraph line was dismantled from Gundamuck to Lundikotal. At the commencement of the second campaign orders were received from Government to re-erect this line and to continue it towards Kabul.

81. This duty was entrusted to Mr. Officiating Superintendent S. P. W. V. Luke, C. I. E., who had so admirably conducted the telegraph operations through a portion of the same country prior to the treaty of Gundamuck.

82. The work was commenced on the 3rd of October 1879, and on the 19th of November Mr. Luke met the party working from Kabul, and through communication between Kabul and India was established.

83. Mr. Luke's report given in Appendix M. shews the dates when the various intermediate offices were opened, and contains a vast amount of most interesting matter regarding the events of the period to which it relates.

84. Owing to the great pressure of work on the single wire to Kabul, the Government of India sanctioned the erection of an additional wire from Peshawur as far as Jellalabad. For this duty, as well as to generally assist, two officers were sent up and placed under Mr. Luke's orders, Messrs. H. A. Kirk and G. L. Towers. The lines and offices from Peshawur to Jellalabad were placed under the latter officer, and those from Jellalabad to Kabul under the former.

85. On the 14th December 1879 the siege of Kabul commenced, Messrs. Luke and Kirk being there at the time. As was the case at Kandahar, all the important posts within the Sherpur cantonments were connected by telegraph. On the 23rd December the enemy was dispersed and on the 26th December Messrs. Luke and Kirk went out with a military escort to reconstruct the line which had been completely wrecked and carried away for about 50 miles towards Butkak. On the 2nd January 1880 the office at Butkak was re-opened, and on the 8th the line beyond reconstructed, and through communication with India was again established.

86. A line of telegraph into the Lughman Valley having been called for by General Bright, it was commenced on the 26th of January 1880 by Mr. Kirk. An office was opened at Dorunta, 9 miles, on the 28th, and another in Azmootoolah Khan's Fort on the 2nd February.

87. Owing to want of notice of the intended withdrawal of the troops from Lughman, this line had to be dismantled with great rapidity. The work was carried out by Mr. Towers, who succeeded under great difficulties in removing the whole of the wire. This officer also during the period Messrs. Luke and Kirk were detained in Sherpur was placed in sole charge of the offices and lines, and rendered most excellent service, more especially in the reconstruction of the destroyed line from Pezwan towards Jagdallak.

88. On the 9th of June 1880, when all chance of further military operations appeared to have ceased, Mr. Luke was allowed to return to India and make over charge to his Assistant Mr. Kirk. On the return of Sir D. Stewart's force

to India, Mr. Kirk admirably managed the dismantlement of the line from Kabul, and succeeded beyond expectation in bringing back all his wire and stores, march by march, with the troops.

### MILITARY OPERATIONS IN ASSAM.

#### *Naga Hills Field Force.*

89. Information of the murder of the Political Officer, Mr. Damant, by the Nagas, was known on the 18th October 1879, and on the 19th steps were taken by Mr. Superintendent W. McGregor, the Superintendent of the Assam Division, towards the construction of a field line of telegraphs into the Naga Hills.

90. An office was opened on the main line at Dergaon on the 22nd October, whence to Golaghat, 15 miles, a system of expresses by means of ponies and runners was started. The wire which had been despatched by train and steamer from Calcutta arrived on the 4th November, and was immediately erected on bamboos by Mr. Assistant Superintendent W. Browne and an office opened at Golaghat on the 6th November.

91. This light branch line was subsequently replaced by a loop of heavier wire, and Golaghat was brought into the circuit of the main line with permanent material.

92. A bamboo line was next constructed by Mr. Assistant Superintendent W. Browne from Golaghat to Samaguting, and was afterwards extended to Piphima and Kohima. The construction commenced on the 1st of January 1880, and an office was opened at Kohima on the 30th April; but as the line advanced, temporary offices were opened as follows:—

Denpani . . . . .	on 28th January 1880.
Huriajan . . . . .	„ 31st „ „
Nowcutta . . . . .	„ 7th February „
Nichu guard. . . . .	„ 20th „ „
Zumba . . . . .	„ 26th „ „
Piphima . . . . .	„ 28th March „
Keruphima . . . . .	„ 21st April „

This line is at the date of this report still working with offices at Piphima and Kohima.

93. Dhunsiri Mukh being a steamer station on the river about 7 miles from Bokahat, on the Main Debrogur Line, and the actual base of supplies for the field force, it was considered advisable to bring it also into telegraphic communication; hence a temporary loop line was made from it to Bokahat. It was commenced on the 1st of March and finished on the 26th March 1880, and has since been made permanent.

94. In addition to their usual duties, the Telegraph Masters in charge of the Field Telegraph Offices undertook the duties of Post Masters and each Telegraph Office became a Field Post Office.

95. Throughout the campaign the greatest difficulties and hardships were experienced by all members of the department employed; the principal cause being the want of labour and carriage.

96. Notwithstanding these drawbacks, the work was conducted with great energy, and the services of Mr. W. McGregor, who had the immediate supervision of the telegraph operations, and of his subordinates, were officially acknowledged by the Chief Commissioner of Assam on the completion of the undertaking.

97. Mr. McGregor was ably supported by Mr. Assistant Superintendent W. Browne, the Chief Executive Officer, and by others whose names are given in the detailed report shewn in Appendix N.

#### *Personal.*

98. The only changes that occurred in the Direction during the year were consequent on the return from furlough, on the 7th of February 1880, of Lieutenant-Colonel H. A. Mallock, Director of Construction, when Mr. W. R. Brooke, who had officiated for him, was appointed to officiate as Director of Traffic during the absence on privilege leave of Mr. J. H. Lane till the 27th March 1880, when Mr. Brooke proceeded on furlough.

R. MURRAY, Colonel,  
Director General of Telegraphs in India.

Calcutta, 1st December 1880.



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APPENDICES.

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**APPENDIX A.**  
*Summary of Financial Results of the Indian Telegraph Department for the year 1879-80.*

INDIAN TELEGRAPH.		To end of previous year.	1879-80.	To end of 1878-79.
MILLAGH	CAPITAL ACCOUNT.			
	Line ...	11,918-30	1,237-83	13,156-13
	Wire ...	5,479-06	1,225-63	6,704-69
	{ Departmental ...	573-77	85-34	659-11
	{ Railway ...			
	{ Guaranteed ...			
	TOTAL	17,971-13	2,548-80	20,510-93
	{ Departmental ...	28,977-44	6,254-18	35,231-63
	{ Railway ...	14,168-61	2,564-74	16,733-35
	{ Guaranteed ...	638-89	201-82	840-71
OUTLAY	TOTAL	43,784-94	9,020-74	52,805-68
	Cable ...	105-69	2-24	107-93
	{ Departmental ...	...	...	...
	{ Railway ...	...	...	...
	{ Guaranteed ...	...	...	...
	TOTAL	105-69	2-22	108-51
	Line ...	1,897,747-94	6,72,849	1,96,47,643
	Buildings	26,01,342	67,807	26,69,149
	{ Departmental ...	2,89,894	37,738	3,27,623
	{ Railway ...			
	{ Guaranteed ...			
	TOTAL	2,17,75,020	7,78,394	2,25,54,414
	Buildings	27,86,511	63,800	28,50,311
	{ Signal Offices ...	10,430	338	10,768
	{ Quarters for Officers ...	27,969	...	27,969
	{ Cable-houses and Tanks ...	4,60,690	261	4,61,151
	{ Store-houses ...	1,35,220	3,863	1,38,583
	{ Workshop and Press Buildings ...			
	TOTAL	34,21,020	67,761	34,88,781
	Tools and Plant ...	1,09,976	35,739	1,45,714
	{ First fitting of Railway Offices ...	1,92,074	7,794	1,99,868
	{ Other Tools and Plant ...			
	Stores	2,02,050	43,529	3,45,579
	Suspense Heads affecting Budget Grant ...	22,36,580	3,55,188	18,81,362
	TOTAL	1,87,280	5,463	1,92,745
	TOTAL PRESENT CAPITAL	2,79,22,900	5,39,981	2,84,62,881
	Abandoned—	47,85,442	...	47,85,442
	{ Lines ...	33,528	...	33,528
	{ Buildings ...	8,20,000	...	8,20,000
	{ Stores ...			
	TOTAL ABANDONED	56,38,970	940	56,39,910
	TOTAL CAPITAL EXPENDITURE	3,85,61,870	6,40,921	3,41,02,791

## Summary of Financial Results of the Indian Telegraph Department for the year 1879-80.

NUMBER OF	REVENUE ACCOUNT.	To end of previous year.	1879-80.	To end of 1879-80.
DIVISIONS Signal Offices	...	16	2	18
	...	236	68	308
	...	...	...	...
	...	...	...	...
MESSAGES	Private	80,19,210	12,10,841	92,30,051
	State	9,36,115	2,91,908	12,28,317
	Free	1,21,165	3,856	1,25,021
	TOTAL	90,76,790	15,06,590	1,06,83,389
ON MESSAGES	Private	2,44,69,589	24,26,116	2,68,95,715
	State	50,14,536	12,32,079	62,47,135
	Free	17,10,380	1,13,978	18,24,353
	TOTAL	81,91,515	37,72,698	94,97,213
RAILWAY TELEGRAPHS	Guaranteed	11,72,280	4,13,114	15,86,884
	Miscellaneous	1,36,734	36,401	1,72,135
	...	5,02,704	30,233	5,32,937
	TOTAL	17,11,718	40,59,548	17,91,956
WORKING EXPENSES	...	3,30,07,233	42,51,446	3,72,58,679
	...	4,50,59,541	29,09,992	4,79,69,533
	...	...	...	...
	...	...	...	...
NET CHARGE (DIFFERENCE BETWEEN REVENUE AND WORKING EXPENSES)	Charge for Interest on Capital	1,20,52,308	13,41,454	1,07,10,854
	Working Expenses, plus Charge for Interest	1,57,54,644	15,32,154	1,72,79,998
	Net Charge, plus Interest on Capital	6,08,16,185	44,32,446	6,63,18,031
	...	2,78,05,952	1,81,000	2,79,86,952
PER MILE OF LINE	Revenue	1,83,068	20,718	1,61,573
	Net Charge	67,065	6,537	52,197
	Net Charge, plus Interest	1,54,742	1,281	1,36,403
	...	...	...	...
PERCENTAGE ON CAPITAL	Revenue	9,534	1,246	10,925
	Net Charge	3,591	333	3,140
	Net Charge, plus Interest	8,265	53	8,297
	...	...	...	...
VALUE OF UNISSUED BALANCE OF STORES AT END OF YEAR	...	22,36,530	3,55,168	18,81,362
	...	...	...	...
	...	...	...	...
	...	...	...	...
TOTAL EXPENDITURE, CAPITAL AND REVENUE	...	7,86,21,411	34,50,913	8,20,72,324
	...	4,56,14,178	8,00,533	4,64,13,645
	...	...	...	...
	...	...	...	...

# Summary of Financial Results and Review of Telegraph Accounts for the last five years.

## REVENUE RECEIPTS.

Year.	Message Revenue.			Telegraph Receipts.					Total.		
	Paid Messages.	Free Messages.		Total.	Claims from State Railways.	Claims from (guaranteed Railways.	Claims from Guarantors.	Soluble Books, Forms, and Maps.			
		Ra.	Ra.							Ra.	Calcutta.
1875-76	19,48,083	1,75,758	21,23,841	57,863	78,740	17,546	8,577	11,064	2,499	19,692	29,14,923
1876-77	25,74,064	1,67,793	24,31,857	54,296	1,37,344	21,270	2,736	10,966	2,581	17,328	26,78,578
1877-78	28,03,967	1,41,603	29,45,570	52,508	1,68,519	27,329	3,152	11,011	2,276	10,492	32,20,882
1878-79	29,63,689	1,16,967	30,80,596	1,71,971	2,55,846	33,694	3,499	11,073	2,278	39,178	35,97,015
1879-80	36,58,725	1,13,973	37,72,698	3,14,058	99,061	35,101	2,813	10,480	2,141	14,799	42,51,446

## REVENUE CHARGES.

Year.	LINE MAINTENANCE.										SIGNALLING.													
	REPAIRS			Line Maintenance Establishment.	Direction Accounts and Supplies.	Profit and Loss.	REPAIRS			SIGNAL OFFICERS.			Direction Public Works and Superintendence.	Saleable Books, Forms, and Maps.	TELEGRAPH GARSTEN.			Profit and Loss.	Telegraph Stamps.	TOTAL.				
	By Telegraph Department.	By Public Works Department.	TOTAL.				By Telegraph Department.	By Public Works Department.	Clock Office.	Departmental.	Railway.	Rs.			Rs.	Rs.	Calcutta.				Burpoon.	Rs.	Rs.	Rs.
1875-76	249,006	...	1,30,995	...	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
1876-77	1,80,301	2,602	1,41,520	3,92,305	1,591	383	2,77,968	1,783	28,000	38,924	15,05,016	1,213	3,77,069	6,966	5,309	2,010	327	1,219	2,238	5,299	21,13,592			
1877-78	280,249	597	1,51,771	4,62,237	875	1,591	3,92,305	1,520	31,530	33,701	14,64,397	1,518	3,92,306	2,635	4,782	3,818	2,274	2,274	7,563	21,19,108				
1878-79	2,77,414	680	1,47,174	4,28,054	197	851,499	1,880	51,398	37,994	65,168	15,17,693	65,168	4,26,055	5,554	4,114	1,679	...	...	...	8,670	22,04,739			
1879-80	1,61,385	634	1,30,975	4,12,109	90	7,05,253	1,190	30,980	41,998	16,37,324	57,623	57,623	4,12,110	8,997	4,189	1,679	180	...	...	...	...			

### Results of Operations for five years.

Year.	Capital Expenditure to end of year.	Revenue Receipts.	Profit or Loss				Interest		Profit and Loss		Miles of Line.	Miles of Wire.	Number of Signal Offices.	NUMBER OF MESSAGES.			VALUE OF MESSAGES.		
			without interest (loss in anticip type).		on capital at 4 per cent.		with interest (loss in anticip type).		No.	Inland.				Foreign.	TOTAL.	Inland.	Foreign.	TOTAL.	
			Revenue	Rs.	Rs.	Rs.	Rs.	Rs.											
			Charges.	Rs.	Rs.	Rs.	Rs.	Rs.											
1875-76	3,07,57,837	23,14,822	27,21,959	4,09,247	10,61,233	14,93,530	16,63,439	35,70,177	235	7,50,741	1,07,700	8,58,441	13,32,983	6,15,220	19,48,093				
1876-77	3,21,12,147	26,78,374	26,58,582	19,995	11,42,039	11,22,044	17,23,152	39,11,529	222	9,20,677	1,31,312	10,52,019	16,24,683	6,49,381	22,74,064				
1877-78	3,30,13,692	32,30,882	30,99,253	2,11,652	12,18,222	10,07,271	17,90,093	42,11,596	226	11,09,050	1,82,509	12,91,559	19,59,690	8,44,868	28,04,557				
1878-79	3,45,61,572	35,97,015	34,76,097	6,29,108	12,94,785	6,18,377	17,97,113	43,89,063	235	11,15,612	1,95,710	13,08,352	21,10,182	8,53,387	29,63,569				
1879-80	3,11,62,751	42,51,146	29,49,692	13,41,454	15,22,454	1,81,000	20,51,993	52,91,119	303	2,73,881	2,28,859	15,02,743	26,47,970	10,10,755	36,58,725				

*Summary of Financial Results of the Ceylon Telegraph for the year 1879-80.*

CEYLON TELEGRAPH.										
CAPITAL ACCOUNT.										
MILEAGE	Lines	Departmental	...	...	617 85	2 47	...	615 38	To end of 1879-80.	
		Railway	...	...	...	...	...	...		
		Guaranteed	...	...	...	...	...	...		
	TOTAL		...	...	617 85	2 47	...	615 38		
	Wire	Departmental	...	...	685 41	2 53	...	682 89	To end of 1879-80.	
		Railway	...	...	...	...	...	...		
		Guaranteed	...	...	...	...	...	...		
	TOTAL		...	...	685 41	2 53	...	682 89		
	Cable	Departmental	...	...	2 62	...	...	2 62	To end of 1879-80.	
		Railway	...	...	...	...	...	...		
Guaranteed		...	...	...	...	...	...			
TOTAL		...	...	2 62	...	...	2 62			
OUTLAY	Lines	Departmental	...	...	67 489	845	...	66 644	To end of 1879-80.	
		Railway	...	...	...	...	...	...		
		Guaranteed	...	...	...	...	...	...		
	TOTAL		...	...	67 489	845	...	66 644		
	Buildings	Signal Offices	...	...	...	...	...	...	To end of 1879-80.	
		Quarters for Officers	...	...	...	...	...	...		
		Cable-houses and Tents	...	...	...	...	...	...		
	Tools and Plant	Store-houses	...	...	...	...	...	...	To end of 1879-80.	
			First fittings of Railway Office	...	...	...	...	...		...
			Other Tools and Plant	...	...	280	...	...		280
TOTAL		...	...	280	...	...	280			
Stores		Suspense Heads affecting Budget Grant	...	...	...	...	...	...	To end of 1879-80.	
		Abandoned—	...	...	...	...	...	...		
		Lines	...	...	...	...	...	...		
Buildings		Stores	...	...	...	...	...	...	To end of 1879-80.	
		Abandoned—	...	...	...	...	...	...		
		Lines	...	...	...	...	...	...		
TOTAL ABANDONED		...	...	...	...	...	...			
TOTAL CAPITAL EXPENDITURE		...	...	67 709	845	...	66 864			



## Summary of Financial Results of the Ceylon Telegraph for the year 1879-80 — continued.

REVENUE ACCOUNT.									
NUMBER OF	MESSAGES	Divisions Signal Offices Private State Free	On Messages	Railway Telegraphs Guaranteed Miscellaneous	Working Expenses	Net Charge (difference between Revenue and Working Expenses) Charge for Interest on Capital Working Expenses, plus Charge for Interest Net Charge, plus Interest on Capital	Per mile Percentage on Capital Outlay.	Value of unexpired balance of stores at end of year	TOTAL EXPENDITURE, CAPITAL AND REVENUE DEFICIT OR TOTAL EXPENDITURE
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
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...	...	...	...	...	...	...	...	...	...
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## APPENDIX B.

Return of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" during the year 1879-80, showing also the Increase and Decrease under each head on the figures for previous year.

DIVISIONS.	NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1879-80.									
	Inland.					Foreign.				
	State.		Private.		Grand Total.	State.		Private.		Grand Total.
	No.	Value.	No.	Value.		No.	Value.	No.	Value.	
Arabian...	917	2,506 12	8,500	17,774	11,006 12	917	2,506 12	433	1,520 6	13,526 18
Assam...	6,435	23,985 8	21,221	30,763 13	27,696 21	6,435	23,985 8	147	455 11	24,142 19
Bihar...	4,737	10,722 7	21,463	31,757 8	32,185 15	4,737	10,722 7	349	712 0	11,071 7
Bengal...	28,401	1,13,001 1	171,376	2,70,524 13	1,88,777 14	28,401	1,13,001 1	30,906	1,25,636 11	1,54,037 12
Bombay...	29,76	1,09,807 7	204,884	2,70,524 13	2,80,691 20	29,76	1,09,807 7	101,057	1,11,617 16	1,41,384 23
B. Burma...	9,204	24,653 11	69,637	1,25,144 7	94,801 18	9,204	24,653 11	13,711	40,663 12	42,865 23
Ceylon...	1,631	2,651 4	52,137	86,188 11	54,788 15	1,631	2,651 4	5,615	26,636 7	28,287 11
Cochin...	6,103	12,496 13	19,602	26,817 11	38,105 24	6,103	12,496 13	189	601 3	12,685 16
Pacca...	2,202	13,968	61,995	86,000 10	75,957 20	2,202	13,968	808	1,906 2	11,174 12
Ranjan...	5,661	15,449 9	40,276	69,536 16	55,725 25	5,661	15,449 9	99	317 7	15,766 15
Tondre...	7,344	19,237 1	71,224	1,08,000 12	80,438 23	7,344	19,237 1	55	426 3	19,663 13
Madras...	4,877	15,407	40,708	65,304 12	55,715 24	4,877	15,407	1,457	4,711 6	16,864 18
Malabar...	2,676	11,110 12	22,466	34,364 1	33,576 13	2,676	11,110 12	66	230 14	11,340 26
Mysore...	9,741	21,464 6	32,303	40,538 10	51,767 16	9,741	21,464 6	235	700 12	21,941 18
Orissa and Sikhim...	1,02,800	4,28,301 15	101,038	1,91,085 7	1,93,839 22	1,02,800	4,28,301 15	865	19,644 13	4,47,945 29
Panjab...	3,928	10,151 3	15,269	17,462 5	25,413 8	3,928	10,151 3	17	215 1	10,366 4
Pretoria...	50,000	2,53,000 2	68,396	98,130 1	1,18,396 3	50,000	2,53,000 2	757	11,703 3	2,64,703 5
Sindh...	2,90,622	11,80,635 7	10,37,320	15,93,452 15	21,27,955 22	2,90,622	11,80,635 7	231,267	0,70,905 15	21,98,862 37
Total...	2,90,622	11,80,635 7	10,37,320	15,93,452 15	21,27,955 22	2,90,622	11,80,635 7	231,267	0,70,905 15	21,98,862 37

This Return includes 510 messages on the service of French and Portuguese Governments, and of His Highness the Khair of Khat, the value of which, viz., Rs. 4,161, has not been credited to Revenue.

Total Paid Messages.			Total Paid Messages.		
No.	Value.		No.	Value.	
Inland	1,101,185	23,04,132 4	Inland	1,046,730	20,52,658 1 2
Foreign	10,371	1,91,085 11	Foreign	127,121	1,20,915 11
Total	1,111,556	24,95,217 15	Total	1,173,851	21,73,573 12

Return of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and in "Transit" during the year 1879-80, showing also the Increase and Decrease under each head on the figures for previous year.

DISTRICTS.	INCREASE.										DECREASE.									
	INLAND.					FOREIGN.					INLAND.					FOREIGN.				
	TOTAL.		TOTAL.		GRAND TOTAL.	TOTAL.		TOTAL.		GRAND TOTAL.	TOTAL.		TOTAL.		GRAND TOTAL.	TOTAL.		TOTAL.		GRAND TOTAL.
	No.	Value.	No.	Value.		No.	Value.	No.	Value.		No.	Value.	No.	Value.		No.	Value.	No.	Value.	
	State.	Private.	State.	Private.		State.	Private.	State.	Private.		State.	Private.	State.	Private.		State.	Private.	State.	Private.	
	No.	Value.	No.	Value.	No.	No.	Value.	No.	Value.	No.	No.	Value.	No.	Value.	No.	No.	Value.	No.	Value.	No.
	Rs.	A.	Rs.	A.	Rs.	Rs.	A.	Rs.	A.	Rs.	Rs.	A.	Rs.	A.	Rs.	Rs.	A.	Rs.	A.	Rs.
Arkan	183	412 4	192	...	451	...	...	...	...	451	...	...	...	...	...	...	...	...	...	...
Assam	...	4,079 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bellary	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	6,920	24,992	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	5,072	24,108 15	16,729	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
B. Burma	1,736	1,134 13	0,006	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	165	20 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Decan	8,001	10,931 13	8,019	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gojam	525	40	4,776	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indore	601	2,274 7	657	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malabar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nagpur	810	192 3	1,833	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Orissa and Rajahmundry	277	320 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	42,072	2,71,649	23,116	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana	316	866 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South	19,276	1,10,886	21,717	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	54,171	4,58,086 12	83,169	1,16,661 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6	2,70,498	7,61,529 6

Note.—This Return does not include collections other than those belonging to the Government of India.

## Abstract of Foreign Traffic for the year 1879-80.

CLASS OF MESSAGES.	ROUTE.														TOTAL.					
	WEST.							EAST.												
	VIA TEHRAN.		VIA TURKEY.		PERSIAN GULF.		VIA SUZ.		VIA AMUR.		VIA MADRAS.		VIA RANGOON.		NATIVE BURMA.		No.	Indian Value.		
	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.				
INDIAN.																				
Sent	15,818	97,005	1,147	6,808	829	5,310	48,027	1,87,467	12	58	9,634	31,903	7	1,367	4,036	2	4,237	6,840	81,418	3,40,342
Received	12,071	83,230	1,570	6,004	798	3,693	44,190	1,85,718	7	4	9,124	31,708	12	1,426	4,585	6	3,145	5,823	72,328	3,00,518
TOTAL	27,889	1,80,235	2,717	12,734	1,627	8,993	92,217	3,73,185	19	62	18,758	63,792	19	2,793	8,621	8	7,402	12,663	153,746	6,40,860
TRANSIT.																				
From East to West—																				
Received	Via Madras	130	636	10	317	1,149	7	171	430	11	39,080	1,80,483	5	...	...	...	...	...	38,708	1,01,645
	Via Rangoon	1	114	4	9	12	...	...	...	...	347	1,913	10	...	...	...	...	...	352	1,026
	Via Lalungba	...	...	...	...	...	...	...	...	...	11	130	1	1	10	6	...	...	12	168
From West to East—																				
Sent	Via Madras	3,084	21,324	0	440	2,077	6	89	286	5	35,599	1,86,123	10	1	4	8	...	...	41,846	1,90,973
	Via Rangoon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Via Lalungba	...	...	...	...	...	...	...	...	...	14	114	12	...	...	...	...	...	16	114
From West to West—																				
Via Bombay and Kurrachi.	...	...	24	123	6	17	68	4	...	...	...	...	...	...	...	...	...	...	41	191
Via Kurrachi and Bombay.	1	12	12	17	83	4	16	57	...	...	...	...	...	...	...	...	...	...	54	163
From East to East.																				
TOTAL	6,180	21,974	13	902	3,442	2	293	842	4	74,000	3,50,724	6	2	14	14	3	22	457	2,160	60,815
GRAND TOTAL																			2,31,550	10,29,041

## Abstract of Foreign Traffic with India by the Indo-European and Red Sea routes for the year 1879-80.

ROUTE.		NUMBER OF MESSAGES BY EACH ROUTE (EXCLUSIVE OF TRANSIT).			PERCENTAGE OF NUMBER.		
		To India.	From India.	TOTAL.	To India.	From India.	TOTAL.
INDO-EUROPEAN	Via Teheran	12,071	15,818	27,889	20.59	23.02	22.35
	„ Turkey	1,570	1,471	3,041	2.68	2.22	2.44
	Persian Gulf via Kurrachi	798	829	1,627	1.36	1.25	1.30
RED SEA—Via Suez		44,190	48,027	92,217	75.37	72.61	73.91
TOTAL		58,629	66,145	1,24,774	100.00	100.00	100.00



## APPENDIX F.

Synopsis of complaints in which this Department is concerned for the year 1879-80.

NATURE OF COMPLAINTS.	NUMBER OF COMPLAINTS RECEIVED.					NUMBER DISPOSED OF.					PERCENTAGE OF MESSAGES WHICH FORMED THE SUBJECT OF COMPLAINTS.				
	ADMITTED.					REJECTED.					NUMBER OF PAID MESSAGES.				
	Inland.	Railway.	Foreign.	Total received.	Total admitted.	Inland.	Railway.	Foreign.	Total rejected.	Not intended for want of communication.	Inland.	Railway.	Foreign.	Total.	
Non-delivery	189	32	39	260	135	57	10	11	78	1	...	...	...	...	
Delay	154	17	39	210	107	70	4	14	88	2	...	...	...	...	
Error	50	11	16	77	55	48	...	...	13	...	...	...	...	...	
Miscellaneous	68	6	21	95	83	63	...	...	6	...	...	...	...	...	
	10	3	1	14	13	4	...	...	2	...	...	...	...	...	
Total	382	57	63	502	385	210	16	16	242	1	...	...	...	...	
	284	37	60	381	261	184	...	...	129	...	...	...	...	...	

Percentage of increase or decrease in number of admitted complaints —

Departmental ... 12.4 per cent.  
Railway ... 13.16  
Foreign ... 13.4  
Net ... 13.49

Increase of Traffic —

Departmental ... 12.4 per cent.  
Railway ... 13.16  
Foreign ... 13.4  
Net ... 13.49

Synopsis of Complaints in which other Telegraph Administrations are concerned for the year 1879-80.

NATURE OF COMPLAINTS.	NUMBER OF COMPLAINTS RECEIVED.					NUMBER OF COMPLAINTS RECEIVED.					NUMBER OF PAID MESSAGES WHICH FORMED THE SUBJECT OF COMPLAINTS.				
	ADMITTED.					REJECTED.					NUMBER OF PAID MESSAGES.				
	Inland.	Railway.	Foreign.	Total received.	Total admitted.	Inland.	Railway.	Foreign.	Total rejected.	Not intended for want of communication.	Inland.	Railway.	Foreign.	Total.	
Non-delivery	45	67	100	212	103	24	15	17	56	1	...	...	...	...	
Delay	36	68	104	208	103	26	18	10	64	1	...	...	...	...	
Error	16	7	16	39	3	3	...	...	4	...	...	...	...	...	
Miscellaneous	8	16	10	34	14	17	...	...	1	...	...	...	...	...	
Total for the Year	64	143	207	414	120	60	33	27	119	...	...	...	...	...	
Balance from last year	10	19	29	58	14	19	...	...	4	...	...	...	...	...	
Total	74	162	236	472	134	79	...	...	123	...	...	...	...	...	

Percentage of increase or decrease in number of admitted complaints —

Departmental ... 12.4 per cent.  
Railway ... 13.16  
Foreign ... 13.4  
Net ... 13.49

Increase in number of admitted complaints —

Departmental ... 12.4 per cent.  
Railway ... 13.16  
Foreign ... 13.4  
Net ... 13.49

The figures in heavy type are those for the last year.

GOVERNMENT  
DEPARTMENT OF PUBLIC WORKS

Prices Current of Food-grains throughout the year

QUANTITIES PER HUNDRED

PROVINCES.	DISTRICTS.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholam) Sowar, Hincus Sorghum.			Bairan Millet Bor, P. Ponichan.		
		Present fortnight.			Present fortnight.			Present fortnight.			Present fortnight.			Present fortnight.			Present fortnight.		
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
MADRAS.	Genjam . . . . .	11 13	11 13	8 13	...	...	...	17 13	17 18	14 10	19 8	19 8	15 14	25 14	25 14	14 29	3 29	11 29	11 29
	Viragupatam . . . . .	15 0	15 0	10 0	...	...	...	14 10	15 11	14 10	16 5	18 2	16 14	...	...	34 10	26 14	...	...
	Godavary . . . . .	11 11	11 11	7 3	...	...	...	17 5	19 6	18 14	8 8	20 2	20 10	30 11	28 2	...	...	...	...
	Kistna . . . . .	14 11	13 14	6 14	...	...	...	13 14	13 14	13 14	15 8	15 0	15 0	...	...	23 13	26 14	...	...
	Nellore . . . . .	13 8	13 8	7 3	...	...	...	11 8	11 8	11 8	12 14	12 14	13 5	30 0	30 0	0 24	8 29	0 29	0 29
	Cuddapah . . . . .	13 10	13 10	9 8	...	...	...	12 13	12 5	11 13	14 0	13 8	13 8	43 5	40 8	3 23	8 34	13 21	...
	Bellary . . . . .	19 3	16 5	9 2	...	...	...	11 0	11 0	11 6	11 6	11 6	11 13	35 10	35 10	10 23	0 33	11 31	...
	Kurnool . . . . .	12 11	12 11	7 10	...	...	...	13 13	13 11	10 14	14 14	14 14	12 5	21 10	23 0	0 20	3 23	2 23	...
	Madras . . . . .	8 13	8 13	7 8	...	...	...	13 2	13 14	13 8	13 10	15 2	14 0	...	...	...	...	...	...
	Chingleput . . . . .	...	9 6	...	...	...	...	16 13	16 13	13 2	17 14	17 5	14 0	23 11	22 1	11 20	14 31	5 31	...
	North Arcot . . . . .	11 0	11 0	8 0	...	...	...	14 13	15 3	13 14	16 10	16 10	14 0	...	...	...	...	...	...
	South Arcot . . . . .	9 0	8 10	7 0	...	...	...	17 6	17 6	15 13	...	...	...	36 10	33 3	6 27	0 32	10 31	...
	Tanjore . . . . .	10 5	9 8	6 3	...	...	...	16 3	16 3	14 0	16 11	16 11	14 8	...	...	...	...	...	...
	Trichinopoly . . . . .	11 3	10 3	7 14	...	...	...	14 5	15 2	13 0	15 3	15 3	13 8	29 8	27 8	...	...	...	...
	Madurai . . . . .	13 3	13 3	8 3	...	...	...	13 8	13 8	11 5	14 0	14 0	14 13	...	...	...	...	...	...
	Tinnevely . . . . .	8 14	9 3	7 2	...	...	...	15 5	15 5	12 2	15 13	15 13	13 2	23 11	20 18	5 45	0 37	0 37	...
	Cuddalore . . . . .	14 13	14 13	9 13	...	...	...	11 3	11 3	9 3	12 6	12 0	9 10	18 8	20 13	10 16	3 16	13 20	...
	Nilgiris . . . . .	9 14	9 14	7 2	...	...	...	13 0	13 0	9 14	16 8	15 14	12 14	25 8	22 11	7 22	11 22	11 22	...
	Salem . . . . .	11 14	11 6	7 6	...	...	...	8 11	8 11	9 3	14 11	14 11	11 13	...	...	...	...	...	...
	South Canara . . . . .	10 5	10 5	7 11	...	...	...	15 3	15 3	12 2	16 3	16 3	13 0	...	...	...	...	...	...
	Malabar . . . . .	10 13	10 13	6 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BOMBAY.	Bombay . . . . .	11 14	11 4	8 15	16 14	19 2	15 8	7 12	7 4	6 7	10 12	10 12	9 15	21 4	21 5	5 16	14 19	8 16	...
	Ahmedabad . . . . .	17 0	17 8	13 4	32 0	41 0	25 0	8 0	7 8	7 8	13 0	12 8	10 0	28 8	30 0	0 21	0 23	8 27	...
	Kaira . . . . .	16 0	16 3	12 15	35 9	40 0	26 10	8 14	9 6	8 14	14 9	14 9	12 5	32 0	32 0	0 20	0 22	1 24	...
	Surat . . . . .	13 10	14 3	10 0	7 7	15 4	7 0	6 13	6 12	7 0	8 0	8 4	8 0	18 13	13 13	13 13	8 17	13 17	...
	Broach . . . . .	16 0	16 13	13 5	...	...	...	8 14	8 14	6 6	11 4	11 4	7 8	12 11	12 11	11 12	0 43	0 43	...
	Tamra (Salsette) . . . . .	11 5	11 11	7 11	...	...	...	7 12	7 0	7 0	12 8	12 8	11 8	...	...	...	...	...	...
	Colaba (Alibag) . . . . .	10 4	10 0	8 0	...	...	...	7 4	7 4	6 13	12 12	12 12	11 13	28 14	28 14	14 18	11 23	3 23	...
	Rhandesh (Dhulia) . . . . .	20 5	20 5	13 11	...	...	...	5 15	5 15	5 15	11 5	11 15	9 0	25 8	26 10	10 17	0 20	4 19	...
	Nasik . . . . .	17 0	17 0	11 12	...	...	...	8 7	8 7	7 2	10 8	11 3	8 15	33 14	32 14	12 14	4 26	13 27	...
	Ahmednagar . . . . .	18 10	18 0	11 6	...	...	...	9 13	9 13	8 9	12 4	12 4	9 13	26 26	26 26	2 15	4 20	11 24	...
	Poona . . . . .	13 13	13 13	9 3	...	...	...	11 7	10 15	9 10	12 1	11 13	9 10	33 0	33 0	0 41	0 21	8 30	...
	Sholapur . . . . .	18 2	17 11	10 14	...	...	...	8 0	8 0	7 9	10 0	10 0	9 10	33 0	33 0	0 41	0 21	8 30	...
	Bagalkot (Bagalkot) . . . . .	19 12	18 11	9 12	13 9	14 0	14 7	9 5	9 5	6 14	11 7	11 7	7 14	26 10	26 10	10 11	15 34	8 34	...
	Belgaum . . . . .	13 6	13 6	9 6	...	...	...	11 8	11 8	11 8	11 8	11 8	10 8	31 0	31 0	0 17	8 32	0 32	...
	Hubli (Hubli) . . . . .	20 0	20 0	8 0	11 5	11 8	11 8	14 0	14 0	11 0	17 0	17 0	13 0	43 0	43 0	0 23	0 23	0 23	...
	Karnagiri . . . . .	11 3	11 3	7 4	...	...	...	8 9	8 9	7 13	14 2	14 2	10 10	23 8	23 8	5 14	0 16	0 16	...
	Karnar (Karnar) . . . . .	15 0	13 0	9 0	...	...	...	11 6	11 6	10 0	16 0	16 0	13 5	50 0	50 0	0 26	10 32	7 32	...
	Panch Mahals (Godhra) . . . . .	11 6	11 6	7 4	...	...	...	6 3	6 3	5 1	7 0	7 0	6 8	5 0	5 0	5 5	5 5	5 5	...
BENGAL.	Aden . . . . .	8 0	8 0	6 9	...	...	...	10 0	10 0	10 0	12 0	12 0	12 0	34 0	34 0	0 24	0 22	0 22	...
	Amargah . . . . .	18 0	18 0	12 0	...	...	...	13 2	13 11	13 2	13 11	13 11	10 9	25 2	25 2	2 18	5 21	11 23	...
	Jessore . . . . .	12 5	12 9	8 0	22 14	22 14	14 5	8 9	8 5	7 11	13 2	13 11	10 9	28 6	28 6	8 23	9 26	8 26	...
	Dacca . . . . .	17 4	18 0	17 9	...	...	...	6 2	6 0	4 14	8 2	8 6	7 0	30 0	30 0	0 21	8 24	0 24	...
	Namdeb . . . . .	18 8	18 4	11 0	25 8	25 0	19 8	7 8	7 8	8 8	9 0	9 0	7 0	21 5	23 8	8 27	9 19	5 20	...
	Nasirabad . . . . .	18 6	18 0	12 13	27 9	27 5	6 0	5 8	5 8	5 0	12 0	12 0	11 0	25 0	25 0	0 21	0 21	0 21	...
	Rajkot . . . . .	20 0	20 0	15 8	...	...	...	8 0	8 0	6 15	12 8	11 7	10 8	18 13	18 20	0 14	7 15	13 20	...
	Upper Sind Frontier . . . . .	11 10	11 5	11 8	16 13	16 13	14 11	8 0	8 0	6 15	12 8	11 7	10 8	18 13	18 20	0 14	7 15	13 20	...
	Barachi . . . . .	12 10	12 10	10 2	21 0	21 0	16 0	9 0	9 0	7 0	13 0	12 0	11 0	18 0	18 0	0 17	0 17	0 17	...
	Amirabad (Nakur) . . . . .	12 0	12 0	10 8	20 0	20 0	16 0	10 0	10 0	9 0	14 0	14 0	11 4	20 0	20 0	0 19	0 20	0 19	...
	Shikarpur . . . . .	12 2	11 10	11 7	19 0	18 8	15 10	9 12	9 7	8 0	15 4	15 12	11 1	17 0	17 0	0 13	11 19	11 19	...
	Thar and Parkar (Ummerkot) . . . . .	15 11	15 3	13 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BENGAL.	Western Districts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Burdwan . . . . .	20 0	16 0	15 0	30 0	30 0	22 0	26 4	24 0	16 0	28 8	26 12	16 8	...	...	...	...	...	...
	Bancoorah . . . . .	29 0	19 8	14 8	28 0	20 0	18 0	25 0	25 0	15 8	32 0	32 8	20 8	...	...	...	...	...	...
	Meerbhoom . . . . .	19 0	19 0	11 8	...	...	...	21 0	21 0	16 0	28 0	31 0	19 0	...	...	...	...	...	...
	Midnapore . . . . .	15 8	15 8	11 0	...	...	...	27 0	27 0	16 0	30 0	34 0	18 0	...	...	...	...	...	...
	Hooghly . . . . .	18 0	18 0	14 0	...	...	...	10 0	10 0	8 0	20 0	20 0	14 0	...	...	...	...	...	...
BENGAL.	Howrah . . . . .	15 0	15 8	14 8	...	...	...	16 0	16 8	11 0	20 0	21 8	14 8	...	...	...	...	...	...

a In the interior the prices range as follow. — Wheat 16 to 20-8 seers, barley 30 to 33-4 seers, best rice 22-8 to 25 seers, common rice 20-8 to 32 seers, grain 20 to 25 seers, 120 seers, and salt 10 to 13 seers.  
 b In the interior the prices range as follow. — Wheat 15 to 22 seers, barley 20 to 40 seers, best rice 16 to 32 seers, common rice 16 to 32 seers, bulrush millet 25 seers (in Chittagong) 20 to 25 seers, grain 15 to 20 seers, broad 20 to 30 seers, and salt 8 to 12 seers.

for the 2nd half of April 1881.

BEERS OF 80 TOLANS.

Gram.										Firewood.										Salt.										DISTRICTS.										REMARKS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Past fortnight.					Corresponding fortnight of 1880.					Present fortnight.					Past fortnight.					Corresponding fortnight of 1880.					Present fortnight.					Past fortnight.					Corresponding fortnight of 1880.					PROVINCES.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1	32	3	30	13	42	3	40	0	46	10	215	13	215	13	215	13	12	0	12	0	12	0	12	0	12	0	12	0	12	0	Ganjam																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

c In the interior the prices range as follow:—Wheat 16 to 23 cents, best rice 24 to 30 cents, common rice 25 to 33 cents, grain 16 to 33 cents, firewood 80 to 240 cents, and salt 0 to 10-5 cents.

## Prices Current of Food-grains throughout

QUANTITIES PER R

PROVINCE.		DISTRICTS.	QUANTITIES PER R.																							
			Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholam, Jowar), Hassam Sorghum.			Burrhus M. (Cawand, Penicillaria)								
			Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.						
<div>Central Districts.</div> <div>Calcutta . . . . . 17 12 17 0 13 0 37 10 29 0 20 0 7 4 7 6 6 8 17 12 17 10 11 8 37 10 33 0 20 0 . . . . .</div> <div>24-Pergunnahs . . . . . 16 0 16 0 15 4 32 0 32 0 26 10 17 4 18 13 13 5 21 5 21 5 14 8 . . . . .</div> <div>Nuddea . . . . . 17 0 17 0 12 0 . . . . . 21 0 20 0 14 8 29 0 29 0 18 0 . . . . .</div> <div>Jessore . . . . . 20 0 20 0 18 12 . . . . . 20 0 22 0 14 0 28 8 32 0 17 0 . . . . .</div> <div>Moorshedabad . . . . . 16 0 16 0 16 0 27 0 27 0 15 0 21 9 24 0 16 0 31 0 33 0 19 4 . . . . .</div> <div>Dinapore . . . . . 16 8 16 8 20 10 30 0 30 0 21 0 21 0 16 0 28 0 21 0 17 4 . . . . .</div> <div>Rajahmundry . . . . . 22 8 20 4 . . . . . 15 0 15 0 12 14 22 13 22 8 18 0 . . . . .</div> <div>Rangpore . . . . . 18 0 18 0 11 4 . . . . . 24 0 24 0 16 8 37 8 39 6 22 8 . . . . .</div> <div>Bogra . . . . . 24 0 24 0 18 12 . . . . . 6 12 12 0 10 0 32 0 31 0 18 12 . . . . .</div> <div>Pubna . . . . . 23 12 22 8 21 0 . . . . . 8 0 8 0 8 0 5 0 5 0 4 8 14 0 13 0 11 0 . . . . .</div> <div>Darjeeling . . . . . 19 0 10 0 8 0 . . . . . 16 0 16 0 16 0 22 0 25 0 20 0 . . . . .</div> <div>Jalpaiguri . . . . . 8 0 8 0 8 0 8 0 8 0 5 0 5 0 4 8 14 0 13 0 11 0 . . . . .</div> <div>19 0 10 0 8 0 . . . . . 16 0 16 0 16 0 22 0 25 0 20 0 . . . . .</div> <div>Eastern Districts.</div> <div>Dacca . . . . . 16 0 16 0 14 4 45 0 45 0 30 0 29 0 29 0 16 8 35 0 35 0 18 0 . . . . .</div> <div>Farrukpore . . . . . 22 0 20 0 13 0 30 0 30 0 10 0 7 0 7 0 7 0 25 0 25 0 16 0 . . . . .</div> <div>Backergunge . . . . . 21 0 20 0 16 0 26 0 25 0 19 8 . . . . .</div> <div>Mymensingh . . . . . 11 8 11 8 12 0 . . . . . 21 0 20 0 16 0 26 0 25 0 19 0 . . . . .</div> <div>Tippurah . . . . . 13 4 13 4 11 0 . . . . . 27 0 27 0 18 0 37 0 37 0 24 12 . . . . .</div> <div>Chittagong . . . . . 12 4 12 4 9 0 . . . . . 16 0 16 0 18 0 26 0 30 0 19 0 . . . . .</div> <div>Nondhally . . . . . 26 0 27 0 16 0 31 0 32 0 20 0 . . . . .</div> <div>Chittagong Hill Tracts . . . . . 16 0 16 0 13 5 17 3 17 3 16 0 . . . . .</div> <div>Hill Tippurah . . . . . 10 0 9 0 8 0 . . . . . 32 0 23 0 16 0 40 0 36 0 24 0 . . . . .</div> <div>Behar.</div> <div>Patna . . . . . 24 0 26 0 18 0 40 0 40 0 22 0 16 0 16 0 13 0 24 0 26 10 18 0 . . . . .</div> <div>Gya . . . . . 22 0 22 8 19 0 40 0 39 0 26 0 13 8 13 0 8 8 23 0 24 0 18 8 . . . . .</div> <div>Shahabad . . . . . 12 0 12 0 18 0 39 0 38 0 25 0 22 0 20 0 15 0 23 0 23 0 18 0 . . . . .</div> <div>Darbhanga . . . . . 20 0 19 0 18 0 35 0 36 0 32 0 13 0 14 0 12 0 22 0 22 0 16 8 . . . . .</div> <div>Muzaffarpore . . . . . 25 0 20 0 17 0 45 0 45 0 27 0 11 0 11 0 10 0 24 0 24 0 16 0 . . . . .</div> <div>Samt . . . . . 20 0 20 0 14 8 42 0 42 0 27 8 10 8 10 8 8 8 22 0 23 8 17 0 . . . . .</div> <div>Champarni . . . . . 22 0 21 0 . . . . . 45 0 45 0 40 0 14 0 14 0 12 0 21 0 21 0 17 0 . . . . .</div> <div>Monghyr . . . . . 23 1 23 1 19 15 42 0 47 0 28 5 16 12 16 12 13 10 21 0 21 0 15 12 . . . . .</div> <div>Bhagalpur . . . . . 18 15 18 15 17 11 60 8 60 6 32 13 18 15 18 15 17 0 21 7 22 11 18 5 . . . . .</div> <div>Parvathi . . . . . 22 0 24 0 20 0 40 0 40 0 30 0 24 0 25 0 19 0 28 0 30 0 20 0 . . . . .</div> <div>Malah . . . . . 22 0 18 0 16 0 . . . . . 16 0 16 0 11 0 23 0 23 0 18 8 . . . . .</div> <div>Southal Pergunnahs . . . . . 14 0 14 8 12 0 . . . . . 11 0 25 0 27 0 12 0 28 0 30 0 22 0 . . . . .</div> <div>Orissa.</div> <div>Cuttack . . . . . 21 0 21 0 15 12 . . . . . 15 12 15 12 14 7 26 4 26 4 17 1 . . . . .</div> <div>Pooree . . . . . 19 15 19 11 9 3 . . . . . 24 15 24 15 13 2 32 13 27 0 19 11 . . . . .</div> <div>Balasore . . . . . 16 0 16 0 16 0 . . . . . 32 0 31 12 20 0 40 0 37 12 26 0 . . . . .</div> <div>Chota Nagpore--South.</div> <div>Western Frontier Agency.</div> <div>Hazaribagh . . . . . 24 0 24 0 18 0 40 0 36 0 30 0 13 0 13 0 11 0 23 0 24 0 25 0 . . . . .</div> <div>Lohardugga . . . . . 22 0 20 0 16 0 32 0 32 0 28 0 21 0 22 0 20 0 24 0 26 0 25 0 . . . . .</div> <div>Singhbhoom . . . . . 24 0 24 0 12 0 40 0 40 0 32 0 32 0 32 0 18 0 36 0 36 0 32 0 . . . . .</div> <div>Dumthoom . . . . . 17 0 18 0 13 8 40 0 40 0 32 0 21 0 21 0 18 0 29 0 30 0 27 0 45 0 45 0 40 0 . . . . .</div>																										

1. In the interior the prices range as follow:—Wheat 14-5 to 18-5 seers, barley 21-5 to 25 seers, best rice 8 to 10 seers, common rice 17-8 to 32 seers, maize 16 seers (in Kishoreganj only), gram 20 seers, firewood 80 to 100 seers, and salt 9 to 10 seers.  
 2. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, best rice 14 to 21 seers, common rice 23 to 32 seers, maize 19 seers (in Kishoreganj only), gram 20 to 25 seers, firewood 80 to 100 seers, and salt 9 to 10 seers.  
 3. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 4. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, best rice 14 to 21 seers, common rice 23 to 32 seers, maize 19 seers (in Kishoreganj only), gram 20 to 25 seers, firewood 80 to 100 seers, and salt 9 to 10 seers.  
 5. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 6. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 7. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 8. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 9. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 10. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 11. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 12. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 13. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 14. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 15. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 16. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 17. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 18. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 19. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.  
 20. In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 27 to 40 seers, common rice 23 to 32 seers, gram 8 to 10 seers, firewood 100 to 120 seers, and salt 9 to 10 seers.

for the 2nd half of April 1881—continued.

PEAS OF 80 TOLAHS.

Millet, Rice, &c. Gram, Sesam, Jawar, Mun, Cotton, Muri, Neel, Pongol, Sugarcane, &c.										Gram.						Firewood.						Salt.						Districts.		Provinces.	Remarks.
Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.					
Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.		
Central Districts.																															
...	...	...	...	26	14	26	14	16	0	90	0	90	0	90	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0		
...	...	...	...	21	4	20	0	15	4	100	0	90	0	90	0	10	0	9	6	9	6	9	6	9	6	9	6	9	6		
...	...	...	...	29	0	29	0	20	0	...	...	...	...	...	...	9	13	10	0	9	6	9	6	9	6	9	6	9	6		
...	...	...	...	20	0	20	0	14	0	110	0	110	0	110	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	32	0	32	0	22	0	120	0	120	0	120	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	19	0	16	0	15	0	180	0	180	0	180	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8		
...	...	...	...	22	8	21	0	...	...	250	0	250	0	240	0	9	0	9	0	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	30	0	28	2	24	6	120	0	120	0	120	0	8	12	8	12	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	12	0	11	4	9	0	...	...	...	...	...	...	8	7	8	4	8	7	8	4	8	7	8	4	8	7		
...	...	...	...	18	12	19	8	16	8	67	8	67	8	67	8	8	7	8	4	8	7	8	4	8	7	8	4	8	7		
...	...	...	...	26	4	18	0	22	0	200	0	200	0	200	0	9	4	9	0	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	8	0	8	0	6	8	160	0	160	0	160	0	5	0	4	0	5	0	5	0	5	0	5	0	5	0		
...	...	...	...	13	5	13	5	8	0	64	0	64	0	64	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
Eastern Districts.																															
...	...	...	...	18	0	18	0	14	0	106	0	106	0	91	8	9	8	9	8	9	4	9	4	9	4	9	4	9	4		
...	...	...	...	12	0	13	0	10	0	...	...	...	...	...	...	9	8	10	0	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	18	8	18	8	10	0	100	0	100	0	100	0	8	12	8	12	8	8	8	8	8	8	8	8	8	8		
...	...	...	...	19	0	18	0	12	0	...	...	...	...	...	...	9	4	9	4	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	18	0	18	0	11	0	...	...	...	...	...	...	9	8	9	8	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	13	0	13	0	9	0	80	0	80	0	120	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0		
...	...	...	...	16	0	16	0	9	0	...	...	...	...	...	...	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	...	...	...	...	...	...	320	0	320	0	320	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	10	5	9	0	8	0	...	...	...	...	...	...	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
Behar.																															
...	...	...	...	39	0	40	0	24	0	120	0	120	0	140	0	9	4	9	4	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	30	0	32	0	22	8	160	0	180	0	140	0	9	0	9	0	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	40	0	40	0	23	0	120	0	140	0	160	0	9	8	9	8	9	0	9	0	9	0	9	0	9	0		
...	...	...	...	29	0	28	0	20	0	140	0	140	0	160	0	8	8	8	8	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	31	4	30	0	21	0	140	0	140	0	120	0	9	6	9	6	8	8	8	8	8	8	8	8	8	8		
...	...	...	...	33	0	33	0	21	8	160	0	160	0	160	0	8	8	9	0	8	8	8	8	8	8	8	8	8	8		
...	...	...	...	35	0	28	0	26	0	...	...	...	...	...	...	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	33	9	33	9	16	12	126	0	126	0	126	0	8	6	8	6	8	6	8	6	8	6	8	6	8	6		
...	...	...	...	32	12	32	12	22	1	126	4	126	4	132	9	9	6	9	6	8	9	8	9	8	9	8	9	8	9		
...	...	...	...	26	0	23	0	16	0	120	0	120	0	120	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
...	...	...	...	28	0	20	0	20	0	100	0	100	0	120	0	9	0	9	0	8	8	8	8	8	8	8	8	8	8		
...	...	...	...	21	0	22	0	15	0	200	0	200	0	200	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0		
Orissa.																															
...	...	...	...	20	4	26	4	17	1	160	0	160	0	160	0	11	0	11	0	11	0	11	0	11	0	11	0	11	0		
...	...	...	...	21	0	19	11	14	7	100	0	100	0	100	0	11	13	11	13	11	13	11	13	11	13	11	13	11	13		
...	...	...	...	13	5	13	5	8	0	160	0	105	0	120	0	9	4	9	4	9	0	9	0	9	0	9	0	9	0		
Chota Nagpore—South-Western Frontier Agency.																															
...	...	...	...	26	0	26	0	18	0	200	0	200	0	200	0	8	0	8	0	7	8	7	8	7	8	7	8	7	8		
...	...	...	...	26	0	24	0	16	0	160	0	160	0	160	0	7	8	8	0	7	8	7	8	7	8	7	8	7	8		
...	...	...	...	24	0	24	0	16	0	160	0	160	0	180	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0		
...	...	...	...	20	0	20	0	16	0	140	0	140	0	140	0	9	0	9	0	8	0	8	0	8	0	8	0	8	0		

- 1 In the interior the prices range as follow:—Best rice 22 to 40 seers, common rice 25 to 40 seers, and salt 6 to 8 seers.
- 2 In the interior the prices range as follow:—Wheat 20 to 24 seers, barley 30 to 40 seers, best rice 12 to 13 seers, common rice 20 to 23 seers, bulrush millet 33 seers, great millet 35 seers, lesser millet 42 seers, and maize 36 seers (in Buxar only). Gram 33 to 35 seers, firewood 110 to 120 seers, and salt 5 to 6 seers.
- 3 In the interior the prices range as follow:—Wheat 24 to 27 seers, barley 35 to 40 seers, best rice 12 to 25 seers, common rice 24-8 to 30 seers, lesser millet 43-8 to 50 seers, maize 35 to 36 seers, gram 30 to 32 seers, firewood 200 seers, and salt 5 to 12 seers.
- 4 In the interior the prices range as follow:—Wheat 21 to 30 seers, barley 30 to 70 seers, best rice 13 to 36 seers, common rice 20 to 39 seers, lesser millet 40 to 55 seers, maize 35 to 36 seers, gram 29 to 35 seers, firewood 100 to 100 seers, and salt 5 to 10 seers.
- 5 In the interior the prices range as follow:—Wheat 24 to 30 seers, barley 30 to 60 seers, best rice 12-8 to 19 seers, common rice 23 to 27-8 seers, lesser millet 40 seers (in Subandgunge only), maize 60 to 65 seers, gram 24 to 25 seers, barley 30 to 40 seers, best rice 11-8 to 30 seers, common rice 23 to 24 seers, great millet 40 to 60 seers, lesser millet 40 seers, maize 28 to 35 seers, gram 30 to 37 seers, firewood 130 seers, and salt 5 to 6 seers.
- 6 In the interior the prices range as follow:—Wheat 22 to 25 seers, barley 30 to 40 seers, best rice 21 to 30 seers, common rice 27 to 33 seers, lesser millet 50 seers, maize 35 seers, gram 20 to 25 seers, firewood 100 seers, and salt 5 seers.
- 7 In the interior the prices range as follow:—Wheat 14 to 25 seers, barley 40 seers, best rice 18 to 32 seers, common rice 23 to 35 seers, gram 16 to 25 seers, firewood 45 to 120 seers, and salt 5 seers.
- 8 In the interior the prices range as follow:—Wheat 12 to 28 seers, barley 40 seers, best rice 18 to 32 seers, common rice 27-8 seers, maize 35 seers, gram 30 seers, firewood 140 seers, and salt 5 seers.
- 9 In the interior the prices are—Wheat 18-12 seers, barley 32 seers, best rice 25 seers, common rice 27-8 seers, maize 35 seers, gram 30 seers, firewood 140 seers, and salt 5 seers.
- 10 In the interior the prices range from 24-4 to 45-10 seers.
- 11 In the interior the prices are—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 12 In the interior the prices are—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 13 In the interior the prices are—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 14 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 15 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 16 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 17 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 18 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 19 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.
- 20 In the interior the prices range as follow:—Wheat 24 to 30 seers, common rice 34-2 seers, gram 31 seers, firewood 190 seers, and salt 12 seers.



## Prices Current of Food-grains through

QUANTITIES PER RUPEE

		QUANTITIES PER RUPEE																	
PROVINCE.	DISTRICTS.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholam, Jowari, Zea mays, Sorghum).			Bulrush (Cannab, Paspalum)		
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.
Assam.	Ryldet	13 0	13 0	8 0	...	...	...	16 0	16 0	11 0	28 0	28 0	14 0	...	...	...	...	...	...
	Cachar	10 0	8 0	8 0	16 0	20 0	13 5	17 12	17 12	12 4	20 0	20 0	14 8	...	...	...	...	...	...
	Goalpara	17 12	20 0	20 0	...	...	...	13 5	13 5	13 13	17 12	20 0	16 0	...	...	...	...	...	...
	Garo Hills	4 0	4 0	...	...	...	...	5 0	5 0	6 0	18 0	18 0	16 0	...	...	...	...	...	...
	Kamrup	14 0	14 0	13 0	...	...	...	18 0	18 0	13 0	22 0	22 0	16 0	...	...	...	...	...	...
	Darrang	5 8	8 0	8 0	...	...	...	8 0	8 0	8 0	16 0	16 0	11 8	...	...	...	...	...	...
	Nowgong	...	...	...	...	...	...	10 0	10 0	8 0	16 0	16 0	12 0	...	...	...	...	...	...
	Sibsagar	...	...	...	...	...	...	8 0	8 0	8 0	12 0	16 0	14 0	...	...	...	...	...	...
	Lakhimpur	9 0	...	7 0	...	...	...	8 0	8 0	5 8	14 0	...	10 0	...	...	...	...	...	...
	Khasi & Jaintia Hills	8 0	8 0	5 0	...	...	...	8 0	8 0	7 0	10 0	9 0	8 0	...	...	...	...	...	...
	Naga Hills	...	...	...	...	...	...	5 0	5 0	...	6 0	...	...	...	...	...	...	...	...
N.W. PROVINCES.	Delhra Dún	17 0	17 0	12 8	33 0	32 0	18 0	11 0	11 0	9 0	13 8	12 8	9 8	20 0	20 0	0 14	8 17	8 17	0 14
	Saharanpur	18 13	16 5	20 8	28 1	25 0	30 3	8 10	8 10	7 9	11 14	11 14	11 8	25 14	25 14	14 34	8 21	8 20	8 34
	Muzaffarnagar	22 0	21 8	19 12	35 5	33 0	30 10	6 9	6 9	6 9	14 5	14 5	14 5	26 6	26 6	6 27	8 21	8 21	0 27
	Meerut	23 0	21 0	20 8	38 0	32 0	30 0	6 8	6 8	6 8	14 0	14 0	14 0	22 0	22 0	0 28	8 21	8 21	0 28
	Bulandshahr	21 2	21 4	22 2	29 0	32 0	33 0	6 0	6 0	7 8	12 0	12 0	12 4	21 8	25 0	28 0	8 20	8 20	0 25
	Aligarh	19 8	20 8	20 8	25 0	20 0	31 0	6 0	6 0	6 0	15 0	15 0	15 8	19 8	20 8	8 31	8 20	8 20	8 25
	Kanunpur	12 8	12 8	11 8	15 0	15 0	14 0	8 0	8 0	8 0	11 0	11 0	9 8	...	...	...	...	...	...
	Garhwal	17 8	17 0	14 0	20 0	18 0	18 0	9 0	9 0	9 0	12 4	13 4	12 8	...	...	...	...	...	...
	Bijnor	21 6	19 11	23 1	30 6	31 4	37 1	11 8	11 4	13 8	13 8	13 8	15 3	20 4	20 4	4 38	2 18	0 18	0 23
	Moradabad	21 14	20 10	22 8	30 0	31 4	37 8	8 10	7 8	7 13	15 10	16 10	16 14	23 12	23 12	13 30	0 18	2 20	10 25
	Budaun	21 0	21 9	23 11	27 9	32 6	37 3	6 0	6 0	6 0	14 11	14 6	15 0	...	19 3	...	...	19 0	...
	Bareilly	20 10	21 14	21 11	28 12	31 4	32 8	7 8	7 8	6 4	14 0	14 0	17 0	28 12	30 0	12 22	8 23	8 23	...
	Shahjahanpur	23 8	21 12	22 4	35 0	31 8	36 0	7 8	7 8	6 4	14 0	14 0	17 0	...	...	...	...	...	...
	Tarai Pergunnahs	24 0	20 0	27 8	41 0	35 0	47 0	8 12	8 12	8 12	15 0	15 0	17 8	25 0	22 8	...	25 0	22 8	...
	Muttra	No return received																	
	Agra	18 0	18 0	18 0	31 8	24 0	27 0	4 12	4 0	7 8	13 8	13 8	12 8	22 0	25 0	0 27	8 24	0 23	0 23
	Farakhabad	21 2	20 3	19 3	29 15	29 0	27 15	6 7	6 2	5 12	14 5	14 4	16 8	...	23 2	26 3	22 8	23 2	23 6
	Mainpuri	18 4	18 4	19 0	24 8	27 4	28 0	4 4	6 8	5 0	12 8	12 8	13 0	...	...	...	...	...	...
	Etah	20 0	19 0	19 0	24 8	25 8	24 8	6 0	6 0	6 0	15 0	15 0	16 0	23 0	23 0	0 28	0 23	0 23	0 23
	Jaloun	21 0	21 0	19 12	28 0	30 0	28 8	8 0	8 0	6 0	13 0	14 0	16 0	...	...	...	...	...	...
	Jhansi	20 0	22 0	20 8	26 0	26 0	26 0	8 0	8 0	8 0	12 0	12 0	12 0	24 0	24 0	0 29	0 20	0 20	0 25
	Jhansi	23 11	21 11	20 11	34 7	35 6	38 8	7 8	7 8	8 8	13 0	13 0	16 0	31 0	31 0	14 38	15 0	...	...
	Lalitpur	25 0	23 8	22 0	32 0	34 0	36 0	9 0	8 0	12 0	11 0	10 0	16 0	35 0	28 0	0 52	8 25	0 25	0 25
	Cawnpore	22 0	22 0	19 0	29 0	31 0	30 0	10 0	10 0	9 8	16 0	15 8	16 0	32 0	32 0	0 26	0 23	0 27	0 29
	Fatehpur	19 12	19 4	18 8	25 8	26 0	28 12	9 8	9 8	8 8	14 0	13 12	17 8	...	...	...	24 0	24 0	...
	Banda	20 0	19 8	18 0	25 0	24 0	28 0	10 0	8 0	8 0	16 0	16 0	16 0	27 0	27 0	0 34	0 26	0 25	0 23
	Allahabad	19 0	19 12	19 2	25 0	27 8	31 0	11 0	11 0	9 0	16 10	17 6	19 0	27 8	27 8	0 32	8 23	0 25	0 23
	Hammirpur	19 2	20 13	18 6	21 6	26 7	25 5	11 0	10 0	9 0	16 0	16 0	13 8	27 10	24 3	3 28	1 19	8 22	0 36
	Jaunpur	21 8	21 14	20 8	28 4	31 1	32 7	8 7	8 7	7 11	16 15	16 15	17 10	...	...	...	22 9	22 9	9 21
	Gorakhpur	25 3	23 6	23 1	50 6	39 3	32 6	16 10	16 8	14 6	23 6	23 6	24 18	45 0	43 3	3 37	0 43	3 43	8 3
	Beni	25 0	26 0	20 0	48 0	48 0	37 0	17 0	17 4	15 12	21 4	22 0	17 0	...	...	...	...	...	...
	Azamgarh	19 3	19 3	16 4	32 7	32 7	25 1	8 14	8 12	8 2	15 8	19 8	17 0	23 0	20 0	0 30	0 26	0 23	0 26
	Mirzapur	19 0	19 0	18 0	26 8	26 0	28 0	9 0	10 0	9 0	16 0	16 0	16 0	23 0	20 0	0 30	0 26	0 23	0 26
	Benntes	16 13	18 2	18 18	27 14	28 3	27 2	11 15	12 7	12 7	20 0	22 4	18 7	29 4	...	...	31 7	28 3	3 24
	Ghazipur	23 13	23 13	19 5	33 7	34 1	24 15	10 15	10 15	10 15	19 5	19 16	16 1	41 3	41 3	3 24	15 32	3 33	7 36
	Balia	22 8	22 8	14 4	35 12	38 12	20 8	10 0	10 0	9 4	28 0	28 0	15 4	...	...	...	...	...	...
Pilibhit	22 8	21 4	...	35 0	40 0	...	15 0	10 0	...	17 8	17 8	...	...	...	...	...	...	...	
Oude.	Lucknow	21 5	21 0	19 0	30 6	31 0	29 0	6 0	6 0	6 0	15 0	15 4	15 0	30 0	28 8	8 27	0 24	0 24	0 25
	Unao	21 6	20 1	17 12	27 4	28 0	27 10	8 0	8 0	7 0	14 13	15 0	17 0	23 0	23 0	0 23	0 21	0 21	0 22
	Bara Banki	21 12	21 0	19 4	32 0	32 0	31 0	8 0	8 0	9 0	15 0	16 0	16 0	31 0	31 0	0 32	4 21	12 25	6 28
	Sitapur	22 6	21 14	21 4	31 0	32 4	...	8 8	8 8	8 8	16 8	16 10	16 10	...	...	...	...	...	...
	Imamganj	21 9	20 0	18 14	33 5	32 14	5 10	5 10	4 15	14 1	14 1	14 1	...	...	...	...	...	...	...
	Kheri	22 8	22 8	23 0	34 0	32 0	36 0	7 0	7 0	7 0	16 0	16 0	17 0	...	...	...	...	...	...
	Kyabab	20 0	20 0	19 8	32 0	32 0	29 0	11 0	10 12	9 0	15 0	15 12	17 2	31 8	31 8	4 22	0 18	0 16	0 19
	Bharnach	21 0	19 0	21 0	41 0	40 0	41 0	9 0	9 0	8 0	18 0	18 0	18 0	50 0	50 0	0 40	0 18	0 16	0 19
	Gonda	25 2	22 18	21 8	41 0	37 12	36 8	17 0	17 4	15 6	17 8	19 2	18 8	43 0	43 0	0 41	8 26	0 29	0 23
	Rai Bareilly	21 0	22 2	21 0	24 8	25 8	34 8	13 0	13 8	18 0	14 0	14 4	20 0	...	...	...	30 0	...	...
	Sultanpur	21 8	22 0	22 0	30 6	32 5	36 6	13 10	13 10	18 10	14 13	15 0	21 1	...	...	...	...	...	...
Partabgarh	21 8	22 0	22 0	30 6	32 5	36 6	13 10	13 10	18 10	14 13	15 0	21 1	...	...	...	...	...	...	
UPPER.	Delhi	19 4	18 12	20 0	28 8	28 0	30 0	...	...	...	15 0	15 0	14 0	23 8	23 8	8 29	4 29	0 20	8 27
	Gurgaon	20 8	21 0	22 0	29 4	30 0	30 0	...	...	...	12 0	12 0	11 0	26 0	26 0	0 27	0 23	0 21	0 22
	Hissar	19 0	18 0	17 0	32 0	32 0	30 0	...	...	...	10 0	10 0	10 0	26 0	26 0	0 27	0 23	0 21	0 22
	Hissar	16 0	16 8	15 0	24 0	25 0	24 0	...	...	...	10 0	10 0	10 0	26 0	26 0	0 27	0 23	0 21	0 22
	Rohtak	19 0	18 0	17 0	32 0	32 0	30 0	...	...	...	12 0	12 0	11 0	26 0	26 0	0 27	0 23	0 21	0 22
	Sirsa	17 0	17 0	16 0	32 0	32 0	30 0	...	...	...	12 0	12 0</							

for the 2nd half of April 1881—continued.

MISERS OF 80 TOLARS.

MISERS OF 80 TOLARS.			Gram.			Firewood.			Salt.			Districts.	REMARKS.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.		
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.		
15 0	12 0	11 0	108 0	108 0	108 0	8 8	8 8	8 8	8 8	8 8	8 8	Sylhet	
24 8	16 0	8 14	64 0	64 0	80 0	8 10	9 2	8 6	8 6	8 6	8 6	Cachar	
11 8	11 6	8 0	120 0	120 0	120 0	8 0	8 0	8 0	8 0	8 0	8 0	Golapara	
6 8	6 8	6 12	160 0	160 0	160 0	5 5	5 5	5 5	5 5	5 5	5 5	Garo Hills	
18 0	18 0	8 0	200 0	200 0	200 0	8 0	8 0	8 0	8 0	8 0	8 0	Kamrup	
7 14	7 3	8 0	160 0	160 0	160 0	7 0	7 0	6 8	6 8	6 8	6 8	Darrang	
8 0	8 0	8 0	100 0	100 0	100 0	8 0	8 0	7 0	7 0	7 0	7 0	Nowgong	
8 0	8 0	8 0	120 0	120 0	120 0	6 8	6 8	6 8	6 8	6 8	6 8	Sibsagar	
10 0	...	8 0	80 0	...	160 0	7 0	...	6 0	6 0	6 0	6 0	Lakhimpur	
3 0	3 0	...	420 0	120 0	...	2 0	2 0	...	2 0	2 0	...	Khasi & Jaintia Hills	
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills	
19 0	17 8	14 8	160 0	160 0	160 0	11 0	11 0	9 0	9 0	9 0	9 0	Dehra Dun	
19 14	19 14	20 8	147 8	147 8	149 0	10 10	10 12	10 0	10 0	10 0	10 0	Saharanpur	
22 0	22 0	21 0	132 0	132 0	132 0	...	...	...	...	...	...	Muzaffarnagar	
23 0	23 0	23 8	110 0	110 0	120 0	9 0	9 0	9 0	9 0	9 0	9 0	Meerut	
22 12	24 10	23 6	140 0	140 0	120 0	...	...	12 0	12 0	12 0	12 0	Rohatki	
20 0	24 8	24 0	140 0	140 0	180 0	11 8	11 0	10 8	10 8	10 8	10 8	Aligarh	
12 0	12 0	14 0	160 0	160 0	160 0	7 0	7 0	7 0	7 0	7 0	7 0	Kanpur	
10 0	6 0	6 0	200 0	200 0	200 0	7 0	7 0	7 8	7 8	7 8	7 8	Gorakhpur	
23 10	23 8	23 1	135 0	135 0	135 0	...	...	...	...	...	...	Bijnor	
21 14	19 6	26 4	120 0	120 0	160 0	...	...	...	...	...	...	Moradabad	
22 3	22 12	27 9	192 0	192 0	192 0	10 3	10 3	11 1	11 1	11 1	11 1	Budaun	
20 10	21 14	24 6	137 8	137 8	125 0	10 0	10 0	10 0	10 0	10 0	10 0	Bareilly	
22 8	20 8	23 0	170 0	160 0	160 0	10 4	10 4	10 0	10 0	10 0	10 0	Shahjahanpur	
21 4	23 12	27 8	120 0	120 0	140 0	10 0	10 0	10 10	10 10	10 10	10 10	Tarai Pergannas	
...	...	...	...	...	...	No return received						Muttra	
19 0	21 0	23 0	90 0	80 0	90 0	11 0	11 0	12 0	12 0	12 0	12 0	Agra	
22 11	21 16	21 16	156 12	156 12	163 8	...	...	...	...	...	...	Parukhabad	
13 12	10 12	19 0	160 0	160 0	160 0	...	...	...	...	...	...	Mainpuri	
20 8	26 0	20 0	120 0	120 0	120 0	8 8	8 8	8 0	8 0	8 0	8 0	Etawah	
19 0	17 8	21 8	100 0	100 0	140 0	11 8	11 8	11 0	11 0	11 0	11 0	Etah	
24 0	26 0	26 8	120 0	120 0	120 0	...	...	...	...	...	...	Jalaun	
23 2	29 14	28 4	200 0	200 0	200 0	...	...	...	...	...	...	Jhansi	
34 0	35 0	30 0	200 0	200 0	200 0	...	...	9 8	9 8	9 8	9 8	Lalitpur	
13 8	24 8	20 0	170 0	170 0	145 0	12 8	12 8	10 8	10 8	10 8	10 8	Cawnpore	
20 8	21 0	21 0	200 0	200 0	200 0	...	...	...	...	...	...	Fatehpur	
24 0	23 8	27 4	200 0	200 0	160 0	...	...	...	...	...	...	Banda	
23 4	25 4	23 4	160 0	160 0	160 0	8 8	9 4	9 0	9 0	9 0	9 0	Allahabad	
21 14	25 5	24 14	140 0	140 0	140 0	...	...	...	...	...	...	Hamirpur	
25 6	26 2	24 0	169 8	160 8	141 4	7 12	7 12	9 9	9 9	9 9	9 9	Jaunpur	
39 9	41 6	27 0	120 0	120 0	160 0	8 6	8 6	8 6	8 6	8 6	8 6	Gorakhpur	
31 0	30 8	20 12	140 0	140 0	120 0	8 0	8 0	7 12	7 12	7 12	7 12	Basti	
26 9	26 9	16 4	131 8	147 8	177 0	8 2	8 2	8 2	8 2	8 2	8 2	Azamgarh	
21 0	24 0	22 0	100 0	100 0	100 0	9 0	9 0	9 0	9 0	9 0	9 0	Mirzapur	
23 14	26 0	23 4	120 0	120 0	110 0	...	...	10 14	10 14	10 14	10 14	Banarès	
35 12	33 7	23 13	180 0	180 0	206 0	9 1	9 1	7 11	7 11	7 11	7 11	Ghazipur	
33 12	33 12	15 4	120 0	120 0	160 0	...	...	...	...	...	...	Balia	
22 8	21 4	...	150 0	160 0	...	15 0	...	...	...	...	...	Pilibhit	
0 23	30 0	20 14	120 0	120 0	110 0	9 0	9 0	9 8	9 8	9 8	9 8	Lucknow	
0 26	0 22	2 23	160 0	160 0	150 0	9 0	9 0	9 1	9 1	9 1	9 1	Unao	
0 32	0 24	0 23	120 0	120 0	140 0	9 0	9 0	9 0	9 0	9 0	9 0	Bāra Banki	
0 20	0 27	13 23	160 0	160 0	160 0	9 8	9 8	9 10	9 10	9 10	9 10	Sitapur	
0 46	0 25	1 24	320 0	300 0	240 0	8 15	8 15	8 8	8 8	8 8	8 8	Hardoi	
0 50	0 27	0 22	200 0	200 0	200 0	10 0	10 0	8 0	8 0	8 0	8 0	Kheri	
0 50	0 42	0 30	120 0	120 0	140 0	9 0	9 0	8 8	8 8	8 8	8 8	Fyzabad	
0 45	0 38	0 30	160 0	160 0	160 0	8 4	8 4	8 0	8 0	8 0	8 0	Bhāraich	
0 33	0 35	0 26	270 0	270 0	270 0	9 0	9 0	8 8	8 8	8 8	8 8	Gonda	
0 35	0 34	12 20	160 0	160 0	200 0	8 4	8 4	8 0	8 0	8 0	8 0	Bai Baroli	
0 33	0 35	0 26	160 0	160 0	160 0	10 0	10 0	9 8	9 8	9 8	9 8	Sultānpur	
0 35	0 34	12 20	200 0	200 0	200 0	8 8	8 8	8 8	8 8	8 8	8 8	Partāgarh	
...	...	...	...	...	...	...	...	...	...	...	...	Delhi	
...	...	...	90 0	90 0	70 0	11 8	11 8	10 8	10 8	10 8	10 8	Gurgaon	
...	...	...	120 0	120 0	90 0	10 0	10 0	10 0	10 0	10 0	10 0	Karauli	
...	...	...	160 0	160 0	160 0	10 0	10 0	10 0	10 0	10 0	10 0	Hissar [a]	
...	...	...	100 0	100 0	120 0	10 8	10 8	10 0	10 0	10 0	10 0	Rohatki	
...	...	...	100 0	100 0	100 0	10 8	10 8	10 0	10 0	10 0	10 0	Sirsa	
...	...	...	120 0	120 0	120 0	10 0	10 0	10 0	10 0	10 0	10 0	Umballa [b]	
...	...	...	160 0	160 0	180 0	11 12	11 7	10 8	10 8	10 8	10 8	Ludhiana [c]	
...	...	...	100 0	100 0	100 0	12 0	12 0	11 0	11 0	11 0	11 0	Simla	
...	...	...	90 0	90 0	80 0	9 0	9 0	9 0	9 0	9 0	9 0	Jullundur	
...	...	...	100 0	100 0	110 0	11 12	11 12	11 0	11 0	11 0	11 0	Hoshiarpur [d]	
...	...	...	120 0	120 0	120 0	11 8	11 8	11 0	11 0	11 0	11 0	Kanra [e]	
...	...	...	160 0	160 0	160 0	9 0	9 0	8 0	8 0	8 0	8 0		

Description of Lesser Mills.

\* Jowar (large).

† Chiti jowar.

‡ Koton.

§ Mowar, moth, kodon, and sawan.

|| Koton, sawan, and mandua.

¶ Peas.

\*\* Peas, arhar, and mowar.

[a] Barley rising.

[b] Barley falling.

[c] Bajra rising.

QUANTITIES PER UNIT

PROVINCE.		QUANTITIES PER MT.																																			
		Districts.			Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Choum, Jowari, Koson sorghum).			Burmese Millet (Common, and Pansulana).																	
					Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.												
<div>Present fortnight. S. Ch. S</div>																																					

for the 2nd half of April 1881—continued.

TENS OF 80 TOLAHS.

Districts. Nagp. Narmda. Veraval. Chinnar. Coraboo. (a) Nagp. (b) Ponn. (c) Chinnar. &c.														Grain.			Firewood.			Salt.			Districts.			Province.	Remarks.
Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.		Present fortnight.		Past fortnight.		Corresponding fortnight of 1880.		Districts.					
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
...	...	22 8	21 0	21 0	90 0	90 0	90 0	12 6	12 8	11 7	Amritsar	PUNJAB—continued.															
...	...	20 0	20 0	17 4	140 0	140 0	110 0	12 8	12 8	11 4	Sialkot																
...	...	20 0	19 0	23 0	120 0	120 0	120 0	11 0	11 0	10 8	Gurdaspur																
...	...	21 0	21 0	21 0	80 0	80 0	90 0	11 0	11 0	11 0	Lahore (a)																
...	...	24 0	24 0	22 0	70 0	70 0	100 0	11 8	11 0	11 8	Ferozepore																
...	...	19 4	19 4	17 8	95 0	95 0	95 0	12 8	12 8	11 0	Gujranwala																
...	...	17 8	15 0	11 8	40 0	40 0	32 0	10 12	11 4	10 0	Rawalpindi (a)																
...	...	...	...	...	...	...	...	No return received			Jhelum																
...	...	18 4	18 0	17 8	100 0	100 0	120 0	12 8	12 8	12 0	Gujrat																
...	...	16 8	15 8	15 0	320 0	320 0	320 0	14 0	14 0	14 0	Shahpur (a)																
...	...	17 0	16 8	15 12	80 0	80 0	80 0	12 4	12 4	12 4	Mooltan																
...	...	17 0	16 0	16 0	180 0	200 0	200 0	12 8	13 0	12 12	Jhang (b)																
...	...	17 8	17 0	15 8	200 0	200 0	200 0	10 8	10 8	10 0	Montgomery																
...	...	15 0	15 0	14 0	100 0	100 0	100 0	11 8	12 0	11 8	Mazraingarh (a)																
...	...	14 2	9 2	13 2	106 0	106 0	100 0	46 11	46 4	28 0	Dera Ismail Khan																
...	...	15 15	14 11	12 8	125 0	125 0	125 0	28 2	28 2	18 12	Dera Ghazi Khan (d)																
...	...	16 14	10 10	10 2	80 0	80 0	80 0	40 0	40 0	100 0	Lahore (d)																
...	...	14 14	14 9	9 0	61 0	61 0	66 0	41 0	42 4	28 12	Peshawar																
...	...	12 10	9 14	8 10	76 0	76 0	76 0	45 14	43 6	61 3	Kohat (a)																
...	...	12 0	10 0	9 0	120 0	120 0	140 0	9 0	9 8	8 0	Huzara																
...	...	26 0	27 4	18 12	120 0	150 0	140 0	10 4	10 4	10 0	Nagpur	CENTRAL PROVINCES.															
...	...	28 8	30 0	18 0	...	360 0	380 0	8 0	8 8	9 12	Bhandara																
...	...	28 0	24 0	18 2	360 0	360 0	380 0	8 0	8 8	10 0	Chanda																
...	...	25 4	22 12	18 0	135 0	135 0	132 0	10 8	10 8	10 0	Wardha																
...	...	34 0	32 0	22 3	275 0	275 0	300 0	9 8	9 8	9 0	Balaghat																
...	...	34 0	34 0	25 0	140 0	140 0	150 0	8 8	9 0	9 4	Jubbulpore																
...	...	37 0	36 0	24 0	160 0	160 0	160 0	7 12	7 12	7 8	Saugor																
...	...	44 0	43 0	32 0	200 0	200 0	200 0	7 4	7 8	9 0	Damoh																
...	...	35 0	32 0	21 8	200 0	200 0	200 0	6 8	6 8	6 8	Seoni																
...	...	35 0	37 8	32 0	256 0	256 0	240 0	6 8	7 0	8 8	Mandla																
...	...	32 0	30 0	20 0	240 0	240 0	240 0	9 0	8 0	8 8	Betul																
...	...	32 0	31 0	20 4	200 0	200 0	200 0	8 0	8 0	8 0	Chhindwara																
...	...	40 0	40 0	23 0	120 0	120 0	120 0	6 4	6 8	9 0	Hoshangabad																
...	...	28 8	30 0	20 15	160 0	160 0	160 0	6 12	6 12	9 8	Narsinghpur																
...	...	45 0	42 0	22 0	120 0	120 0	120 0	9 0	9 12	10 12	Nimar																
...	...	22 0	21 8	19 8	60 0	60 0	73 8	8 2	8 0	8 12	Raipur																
...	...	...	...	...	220 0	220 0	250 0	7 8	7 8	7 8	Sambalpur																
...	...	...	...	...	140 0	140 0	140 0	7 8	8 0	8 0	Bilaspur																
...	...	...	...	...	...	...	...	No return received			Upper Godavari																
Arakan Division.																											
Akyab																											
Kyauk-pyoo																											
Sandoway																											
Pegu Division.																											
Rangoon (town)																											
Thone-gkwa																											
Bassein																											
Heuzada																											
Tharrawaddy																											
Prome																											
Thu-yet-myo																											
Tenasserim Division.																											
Moulmein (town)																											
Amherst																											
Tavoy																											
Mergui																											
Shway-gyin																											
Toungoo																											
...	...	24 14	18 13	21 1	125 0	125 0	115 0	9 1	9 3	8 14	Secunderabad	HYDERABAD ASSIGNED DISTRICTS.															
...	...	...	...	...	116 14	116 14	116 14	9 8	9 8	9 6	Bearam																
...	...	...	...	...	80 0	80 0	80 0	8 8	9 0	8 4	Chandberghat																
...	...	...	...	...	...	...	...	...	...	...	Amraoti																
...	...	...	...	...	...	...	...	...	...	...	Akola																
...	...	...	...	...	...	...	...	...	...	...	Ellichpur																
...	...	...	...	...	...	...	...	...	...	...	Indana																
...	...	...	...	...	...	...	...	...	...	...	Wan																
...	...	...	...	...	...	...	...	...	...	...	Basim																
...	...	...	...	...	...	...	...	No return received			...																
...	...	...	...	...	...	...	...	...	...	...	...																
...	...	...	...	...	...	...	...	...	...	...	...																
...	...	...	...	...	...	...	...	...	...	...	...																
...	...	...	...	...	...	...	...	...	...	...	...																

## Prices Current of Food-grains throughout

PROVINCES.	Districts.	QUANTITIES PER																							
		Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Chola, Jowar), Horus Sorghum.			Bairah M. (Guar, B. Pawliana)								
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1880.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
MYSORE.	Bangalore	11 9	11 9	7 9	12 6	12 4	8 5	9 12	10 2	11 5	12 0	11 8	12 1	24 12	25 3	21 0	...	...	...	...	...	...	...	...	...
	Kolar	...	...	...	9 4	9 4	6 7	11 0	11 0	11 5	14 15	14 11	14 15	...	...	...	...	...	...	...	...	...	...	...	...
	Tumkur	14 0	14 0	6 8	14 0	14 0	8 8	12 8	12 8	13 0	15 8	15 8	14 0	...	...	...	...	...	...	...	...	...	...	...	...
	Mysore	10 0	10 0	6 8	...	...	...	12 8	13 0	11 12	13 5	14 0	12 8	...	...	32 0	...	...	...	...	...	...	...	...	...
	Hassan	13 2	13 0	8 0	14 0	14 0	9 0	13 0	13 0	12 0	13 8	15 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...
	Shimoga	14 11	14 11	6 13	16 13	16 13	7 14	14 11	14 11	12 10	16 13	18 15	13 11	50	6 50	6 27	...	...	...	...	...	...	...	...	...
	Kadur	13 0	13 0	10 0	...	...	...	18 0	18 0	14 0	19 0	21 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...
COORG.	Chitaldroog	16 0	16 0	9 0	20 0	20 0	10 0	12 0	12 0	11 0	13 0	13 0	12 0	64	0 64	0 40	0 48	0 48	...	...	...	...	...	...	...
	Coorg	8 4	8 13	0 9	9 4	9 4	6 5	13 8	13 9	10 13	19 14	20 2	16 5	...	...	...	...	...	...	...	...	...	...	...	...
RAJASTHAN.	Jaypore	15 8	14 0	15 0	23 8	23 0	5 12	6 0	6 0	6 0	8 0	9 0	8 4	24	0 25	0 27	0 20	420	0 20	...	...	...	...	...	...
	Kishengurb	17 0	17 0	14 12	27 8	27 8	14 4	8 0	8 0	7 4	9 0	9 0	8 4	27	0 27	0 21	0 21	0 21	0 21	...	...	...	...	...	...
	Uwar	18 4	18 1	18 6	23 10	23 15	29 14	8 0	8 0	9 0	11 15	11 15	10 8	25	0 25	0 34	3 21	0 21	1 13	...	...	...	...	...	...
	Bhimsore (City)	17 7	17 7	18 8	21 8	21 8	19 4	6 8	6 8	6 8	7 8	7 8	6 12	20	0 20	0 33	0 19	0 19	0 19	...	...	...	...	...	...
	Ajmere	16 8	16 8	16 0	23 0	26 0	26 0	5 0	5 0	5 0	8 0	8 0	8 0	21	0 26	0 20	0 19	0 19	0 19	...	...	...	...	...	...
	Deoli Cantonment	No return received																							
	Erinpura	18 12	21 8	15 8	32 0	32 8	22 12	...	...	...	7 8	7 8	6 0	26	0 25	0 17	0 25	0 26	0 26	...	...	...	...	...	...
	Sirohee	19 0	21 8	14 0	34 0	38 0	38 0	6 0	7 0	7 0	7 0	8 0	8 0	18	0 18	0 18	0 22	6 34	0 1	...	...	...	...	...	...
	Abu	16 8	16 4	12 0	27 0	25 8	16 8	5 8	5 8	4 8	7 8	7 10	5 8	...	...	...	...	21	8 20	...	...	...	...	...	...
	Anand	19 0	18 8	13 6	36 8	35 8	20 8	6 0	6 0	5 4	8 8	8 10	5 12	...	...	...	...	21	8 21	...	...	...	...	...	...
	Hilly Tracts of Meywar	28 0	27 0	19 0	43 0	45 0	31 0	...	...	...	18 0	16 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...
	Meywar (Odeypore)	15 10	15 10	10 8	23 7	23 7	20 5	9 6	9 6	6 4	20 0	18 12	13 12	...	...	...	...	...	...	...	...	...	...	...	...
	Banswara (Meywar Agency)	37 8	37 8	18 12	...	...	...	7 8	7 8	6 4	13 12	12 8	9 6	...	...	...	...	...	...	...	...	...	...	...	...
	Parbhargh	21 4	21 14	11 14	...	...	...	7 8	8 12	6 8	13 12	12 8	9 6	...	...	...	...	...	...	...	...	...	...	...	...
	Marwar (Jodhpore)	15 7	15 16	16 0	21 14	21 4	22 8	5 0	5 0	5 0	6 4	6 4	6 4	21	14 21	4 23	3 18	2 18	7 1	...	...	...	...	...	...
	Bikaner	9 11	9 5	...	...	...	...	2 14	2 14	...	6 8	6 8	...	...	...	...	...	...	...	...	...	...	...	...	...
	Beondie	23 0	23 0	17 8	34 0	35 0	28 0	7 8	7 8	6 8	11 0	11 0	8 0	35	0 35	0 29	0 24	0 25	0 25	...	...	...	...	...	...
	Botah	26 8	27 0	15 12	32 0	35 0	21 0	8 8	8 9	6 10	10 0	10 8	7 12	33	0 40	12 26	8 20	0 18	0 18	...	...	...	...	...	...
	Tonk	19 5	18 9	19 0	28 0	27 1	32 0	7 0	7 0	7 4	9 0	9 0	9 8	32	2 32	1 32	4 27	0 26	1 1	...	...	...	...	...	...
	Jhalawar	21 9	20 14	13 5	23 14	23 14	17 11	...	...	...	6 7	7 12	8 13	30	1 28	5 22	10 18	8 16	3 1	...	...	...	...	...	...
	Shampoora	18 4	17 4	14 0	25 7	27 8	25 0	10 0	9 8	11 0	13 12	12 12	12 0	25	8 27	0 25	0 21	0 22	8 1	...	...	...	...	...	...
	Dhoipur	17 9	17 10	16 18	22 2	23 14	29 10	7 14	7 14	7 14	12 6	12 6	10 2	22	4 23	4 29	3 20	6 20	4 1	...	...	...	...	...	...
CENTRAL INDIA.	Indore	21 14	21 14	11 6	...	...	...	8 0	8 4	7 11	8 9	8 9	8 4	40	0 40	0 24	0 30	0 30	0 30	...	...	...	...	...	...
	Gwahar	18 2	19 1	14 12	20 9	23 4	25 9	6 12	6 10	6 10	9 12	9 6	7 13	23	12 24	4 25	9 16	7 18	0 1	...	...	...	...	...	...
	Goona	26 0	26 0	18 0	22 0	20 0	15 0	9 6	8 8	9 10	10 0	9 8	10 8	37	0 37	0 33	0 16	0 20	0 1	...	...	...	...	...	...
	Baghelkhand (Bithur)	19 10	21 12	19 8	32 0	32 15	36 8	7 0	7 0	7 0	19 12	20 5	20 0	32	0 32	5 39	7 24	0 24	0 1	...	...	...	...	...	...

for the 2nd half of April 1881—concluded.

SEERS OF 80 TOLAHS.

Districts.												REMARKS.											
PROVINCES.																							
Mysore.																							
Coorg.																							
RAJPUTANA.												* Per bundle.											
CENTRAL INDIA.																							

T. C. HOPE,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT OF FOOD-GRAINS FOR THE 1ST HALF OF APRIL 1881, PUBLISHED IN PAGES 502 & 503 OF THE  
SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 14TH MAY 1881.

PROVINCE.	DISTRICT.	QUANTITIES PER RUPEE IN SHEERS OF 80 TOLAHS.																		REMARKS.															
		Wheat.			Barley.			Rice.						Common.			Great Millet (Choum, Jawar). <i>Holcus Sorghum.</i>				Bulrush Millet (Cumboc Bajra), <i>Pennisetaria Spicata.</i>			Lager Millet, Baghi, &c. (Karam, Vora- go, Sares, Chena, Nasir, &c.), Pan- cas, Malsana, Berasia Corauna, &c.			Gram.			Firewood.			Salt.		
		Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.		Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.			
CENTRAL INDIA.	Indore	21 14 22	13 12 0	...	...	...	...	8 4 8 4 7 1 8 9 8 9 8	0 40	0 40	0 24	0 30	0 18 7	...	...	...	28 334	4 16	0 100	0 96	0 6 10 8 9 8	...	...	...	...	...	...	...	...	...	...	...			
	Gwalior	19 1 18	4 13 11 23	4 23 5 21	1 6 10 6 10 6 9 6 9 10 8	0 24	4 22 9 21	0 18	0 19 12 27 6	...	...	...	...	...	...	...	21 10 21	4 19	3 127	12 109	8 100	6 9 10 9 10 10 1	...	...	...	...	...	...	...	...	...	...			
	Bombay	26 0 25	5 17 0 20	0 16 0 15	0 8 6 8 9 8 9 8 9 8 10	8 37	0 36 0 33	20 0 20 0 26 0	...	...	...	...	...	...	...	...	35 0 36	8 26	8 200	0 200	0 10 0 10 0 9 8	...	...	...	...	...	...	...	...	...	...	...			
	Dagbhand (Sutras)	21 12 21	15 18 8 32	15 31 12 35 10 7	0 7 0 7 0 20 5 21 11 19 13 32	5 31	10 37 8 21 5 25 0 24 0	...	...	...	...	...	...	...	...	...	27 5 26	13 23	0 160	0 160	0 10 6 10 12 10 12	...	...	...	...	...	...	...	...	...	...	...			

T. C. HOPE,  
Secretary to the Government of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE LAST  
QUARTER OF 1880.

Circular No. 9 Railway, dated Simla, May 10, 1881.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department circular	No. 15	Railway of 29th May 1879.
Ditto	ditto	No. 13 Railway of 12th June 1880.
Ditto	ditto	No. 6 Railway of 9th February 1881.

Read also—

Returns of accidents to trains, &c., on open lines of railway in India for the quarter ending 31st December 1880.

OBSERVATIONS.—The number of accidents to trains, rolling stock, permanent-way, &c., increased from 594 in the corresponding quarter of 1879 to 654, or by 10·1 per cent., against an increase of 7·5 per cent. in the open mileage and 1·5 per cent. in the train mileage. The following are the railways on which the numbers chiefly vary:—

	Increase.	Decrease.
East Indian . . . . .	11	...
Oudh and Rohilkhand . . . . .	...	29
Sind, Punjab and Delhi . . . . .	37	...
South Indian . . . . .	13	...
Rajputana . . . . .	...	40
Rangoon and Irrawaddy Valley . . . . .	...	13
Punjab Northern . . . . .	...	18
Indus Valley . . . . .	71	...

2. The increase on the East Indian Railway appears under "Collisions between goods trains or parts of goods trains," the number of accidents being 13 against 3.

3. On the Oudh and Rohilkhand Railway there was a decrease of 12 accidents under "Goods trains or parts of goods trains, engines, &c., leaving the rails" and of 11 under "Trains running over cattle on the line."

4. On the Sind, Punjab and Delhi Railway the increase took place under several heads, chiefly under derailment of goods trains.

5. On the South Indian Railway the number of cattle accidents rose from 23 to 46, and that of slips in cuttings and embankments from 3 to 12.

6. On the Rajputana Railway there was a decrease of 8 accidents under "Collisions between goods trains or parts of goods trains" and of 18 under "Failure of couplings." The number of cases in which trains ran over obstructions on the line or through level-crossing gates was *nil* against 8.

7. The reduction on the Rangoon and Irrawaddy Valley Railway was due to there being no accidents under "Trains running over cattle," "Flooding of portions of permanent-way," and "Fire in trains." In the last quarter of 1879 there were 7 accidents under the first of these heads and 3 under each of the other two.

8. On the Punjab Northern Railway the accidents diminished under "Failure of machinery" and "Failure of couplings."

9. On the Indus Valley Railway the number of "Goods trains or parts of goods trains, engines, &c., leaving the rails," increased from 8 to 14; cattle accidents from 42 to 54; and failures of machinery from 4 to 30. There were also 9 cases of "Bursting of boilers or tubes, &c., of engines" against nil in the 4th quarter of 1879.

10. The casualties resulting from accidents to trains, &c., were "among passengers" 1 injured against 22 killed and 49 injured, and "among servants" 1 killed and 2 injured against 1 killed and 10 injured. The large decrease in the number of casualties is due to the fact that, in the corresponding period of 1879, 22 passengers were killed and 46 passengers and 2 servants injured in one accident alone, which occurred to a mail train on the Madras Railway.

11. The following table exhibits the numbers of accidents under the different classes and the numbers of persons killed and injured thereby:—

	Number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	16	...	...	...	1	...	1
Collisions between goods trains or parts of goods trains.	35	...	...	...	1	...	1
Collisions between light engines.	5	...	...	...	...	...	...
Passenger trains or parts of passenger trains leaving the rails.	20	...	...	...	...	...	...
Goods trains or parts of goods trains, engines, &c., leaving the rails.	80	...	...	1	...	1	...
Trains or engines travelling in the wrong direction through points.	18	...	...	...	...	...	...
Trains running into stations or sidings at too high a speed.	2	...	...	...	...	...	...
Trains running over cattle on the line.	208	...	...	...	...	...	...
Trains running over obstructions on the line.	24	...	...	...	...	...	...
Trains running through gates at level-crossings.	17	...	...	...	...	...	...
The bursting of boilers or tubes, &c., of engines.	30	...	...	...	...	...	...
The failure of machinery, springs, &c., of engines.	46	...	...	...	...	...	...
"    of tyres.	5	...	...	...	...	...	...
"    of wheels.	4	...	...	...	...	...	...
"    of axles.	10	...	...	...	...	...	...
"    of couplings.	11	...	...	...	...	...	...
Broken rails.	14	...	...	...	...	...	...
The flooding of portions of permanent-way.	2	...	...	...	...	...	...
Slips in cuttings or embankments.	20	...	...	...	...	...	...
Fire in trains.	47	...	...	...	...	...	...
Fire at stations, or involving injury to bridges or viaducts.	5	...	...	...	...	...	...
Other accidents.	35	...	1	...	...	...	1
TOTAL.	654	...	1	1	2	1	3

12. The number of cases in which "Goods trains or parts of goods trains, engines, &c., left the rails" was, as in the previous quarter, the largest on the Sind, Punjab and Delhi Railway, being 16 with a train mileage of 769,338, against 8 with a train mileage of 2,041,810 on the East Indian Railway, and 3 with a train mileage of 1,624,295 on the Great Indian Peninsula Railway.

13. Forty-eight per cent. of the cattle accidents appears to have taken place on the South Indian and Indus Valley Railways, there being 46 on the former line and 54 on the latter out of a total of 208. In returning the accidents of this class on some of the railways nothing is said as to the condition of the fencing. It is desirable that this information should invariably be furnished, as directed in Public Works Department circular No. 15 R., dated the 29th May 1879.

14. The number of "Failures of machinery, springs, &c., of engines" was the largest on the Indus Valley Railway, viz., 30 out of a total of 46. It is noteworthy that on the Punjab Northern Railway there was not a single accident of this description against 22 in the corresponding quarter of 1879.

15. Under "Failure of couplings" the number diminished from 54 to 11. The decrease, as noted in previous paragraphs, mainly took place on the Rajputana and Punjab Northern Railways. On the former there were only 2 accidents against 20, and on the latter *nil* against 18.

16. The cases of broken rails were almost exclusively confined to the Muttra-Hathras Railway, the number being 12 out of a total of 14. In the 4th quarter of 1879 there were only 3 accidents of this nature. It is probable, however, that accidents of this nature are not always correctly entered or included in this return.

17. Of the 20 slips in cuttings and embankments 6 occurred on the Madras, 12 on the South Indian, and 2 on the Great Indian Peninsula Railways.

18. There were 47 cases of "Fire in trains." Of this number 20 took place on the Indus Valley, 9 on the Punjab Northern, and 6 on the Sind, Punjab and Delhi Railways. It is observed that on the East Indian Railway there was only 1 accident of this class against 6, and on the Great Indian Peninsula Railway *nil* against 9.

19. There appears to be some misapprehension as to the nature of the accidents required to be shown under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line." This heading is intended to show only collisions in which a *passenger train* on the one side and a *goods or mineral train, engine, &c.* on the other, are concerned.

20. The casualties to passengers from "Causes other than accidents to trains, &c.," were—

	Killed.	Injured.
From falling between carriages and platforms . . . . .	1	1
Falling on to the platform, ballast, &c., when getting into or out of trains . . . . .	2	4
Whilst crossing the line at stations . . . . .	2	...
By the closing of carriage doors . . . . .	...	1
Falling out of carriages during the travelling of trains . . . . .	2	15
Other accidents . . . . .	1	2
<b>TOTAL</b> . . . . .	<b>8</b>	<b>23</b>

And the accidents to servants in the employ of railways or of contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were—

	Killed.	Injured.
During shunting operations . . . . .	6	7
Falling off engines, vans, wagons, &c. . . . .	1	8
Coming in contact with over-bridges, &c., during the travelling of trains . . . . .	2	3
Coming in contact, whilst shunting, with vehicles, &c., standing in adjoining lines . . . . .	1	...
Getting on or off trains, engines, &c. . . . .	6	6
Whilst loading, unloading or sheeting . . . . .	2	11
Whilst working at cranes or capstans . . . . .	...	3
Whilst working on the permanent-way or in sidings . . . . .	...	2
Whilst walking along the line on the way home or to work . . . . .	1	...
Whilst walking, crossing or standing on the line . . . . .	8	4
Whilst passing between vehicles . . . . .	...	1
Whilst attending to machinery of engines, cleaning them, &c. . . . .	...	10
Whilst attending to gates at level-crossings, &c. . . . .	1	...
Falling or being caught between vehicles and platforms . . . . .	...	2
Falling off ladders, scaffolds, platforms, &c. . . . .	1	3
By falling of lamps, wagon doors, timber, weights, &c. . . . .	...	2
Whilst coupling or uncoupling wagons . . . . .	1	6
Miscellaneous . . . . .	3	6
<b>TOTAL</b> . . . . .	<b>33</b>	<b>74</b>

21. Of "Other persons killed and injured by running trains, &c.," 2 were killed whilst passing over the line at level-crossings; 21 were killed and 8 injured whilst trespassing on the line; 4 committed suicide; and 1 killed and 2 injured from miscellaneous causes.

22. The following table shows the total numbers of persons killed and injured from causes connected with the working of trains, as compared with those in the previous corresponding quarter:—

	4TH QUARTER, 1879.		4TH QUARTER, 1880.	
	Killed.	Injured.	Killed.	Injured.
<i>Passengers.</i>				
From causes beyond their own control . . . . .	22	49	...	1
From misconduct or want of caution . . . . .	10	15	8	23
<i>Servants.</i>				
From causes beyond their own control . . . . .	3	24	2	8
From misconduct or want of caution . . . . .	32	64	32	68
<i>Others.</i>				
Whilst passing at level-crossings . . . . .	...	1	2	...
Trespassers, including suicides . . . . .	31	4	25	8
Other persons . . . . .	12	3	1	2
<b>TOTAL</b> . . . . .	<b>110</b>	<b>160</b>	<b>70</b>	<b>110</b>

23. In addition to the above, 23 persons are reported to have been killed and 38 injured, in yards, workshops, &c., and 124 passengers to have met death in carriages and at stations from causes unconnected with the working of trains.

**RESOLUTION.**—The attention of the Governments and Officers concerned should be invited to the remarks in paragraphs 13, 16 and 19 of the above Observations; to the large number of cases in which "Goods trains or parts of goods trains, engines, &c., left the rails" on the Sind, Punjab and Delhi Railway; the large number of cattle accidents on the South Indian Railway; the large number of cattle accidents, failures of machinery, springs, &c., of engines, and fires in trains on the Indus Valley Railway; and the comparatively large number of broken rails on the Muttra-Hathras Railway.

**ORDER.**—Ordered, that this Resolution be communicated to the Govern-

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.  
The Chief Commissioners, Central Provinces, British Burma and Assam.  
The Resident at Hyderabad.  
The Agents to the Governor General for Rajputana, Central India and Beluchistan.  
The Director General of Railways.  
The Consulting Engineers to the Government of India for Guaranteed Railways.

ments and Administrations and Officers noted in the margin for information and guidance, together with

copies of the returns compiled.

Ordered also, that these papers be forwarded to the Foreign Department for communication to the Resident at Mysore; and that copies be forwarded to the Secretary of State for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

W. S. TREYOR, Colonel, R.E.,  
Deputy Secretary.



TABLE No. 1.  
GENERAL TOTAL.

Number of Persons reported during the Fourth Quarter of 1880 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former Classes, between ACCIDENTS happening from Causes beyond their own Control and ACCIDENTS happening otherwise.

Mean mileage open.	RAILWAYS.	PASSENGERS.				RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS.				OTHER PERSONS.				TOTAL ALL CLASSES.					
		From their own Misconduct or want of Caution.		Total.		From Causes beyond their own Control.		Total.		Whilst passing over Railway at Level-Crossings.		Trespassers and Suicides.			Miscellaneous not included in preceding Columns.		Total.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	
1,503½	East Indian	...	...	3	8	3	8	...	...	6	9	11	15	14	1	...	...	28	24
(a) 1,551½	...	...	...	4	10	4	10	...	...	3	18	5	21	13	4	...	...	22	35
(b) 171½	Eastern Bengal	...	...	1	...	1	...	...	...	...	3	2	6	1	...	...	...	4	6
(b) 171½	...	...	...	...	...	...	...	...	...	...	1	1	1	...	...	...	...	3	1
547	Ordn and Rohilkhand	...	...	...	...	...	...	2	...	...	...	...	2	...	...	...	...	7	2
547	...	...	...	1	1	1	1	...	...	...	4	4	1	...	...	6	...	7	3
633½	Sind, Punjab and Delhi	...	...	4	1	4	1	...	...	1	5	5	12	3	...	...	...	12	13
(c) 676½	...	...	...	1	7	1	7	...	...	3	7	7	11	3	...	...	...	10	19
857½	Madras	22	46	1	...	23	46	...	...	2	1	4	6	...	...	...	...	24	53
858	...	...	...	...	...	...	...	...	...	1	2	2	6	...	...	...	...	2	7
631	South Indian	...	...	...	...	...	...	...	...	1	...	...	4	1	...	...	...	1	4
648	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	7
1,273	Great Indian Peninsula	...	...	1	2	1	2	1	6	7	16	8	22	1	1	...	...	10	25
(d) 1,280½	...	...	...	...	1	...	1	...	...	...	3	3	13	3	1	...	...	6	15
444	Bombay, Baroda and Central India	3	...	...	...	...	...	1	...	1	3	2	3	...	...	...	...	3	6
444	...	...	...	...	...	...	...	...	...	...	2	8	8	...	...	...	...	2	8
28	Calcutta and South-Eastern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27½	Nalladi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
230	Northern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
230	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
82	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(GUARANTEED)



## TABLE

NUMBER of PERSONS reported during the 4th Quarter of 1880 as KILLED or INJURED on the several RAILWAYS open practicable, the Nature and Causes of

RAILWAYS.		PASSENGERS.																										
		From accidents to trains, &c. See Table No. 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.												Total Passengers.		From accidents to trains, &c. See Table No. 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.								
				1. From falling between carriages and platforms.		2. Falling on to the platform, ballast, &c., when getting into or out of train.		3. Whilst crossing the line at stations.		4. By the closing of carriage doors.		5. Falling out of carriages during the travelling of train.		6. Other accidents.						Total.		1. During shunting operations.		2. Falling off engines, vans, wagons, &c.		3. Coming in contact with over-bridges, &c., during the travelling of train.		4. Coming in contact whilst about the trucks, &c., standing in adjoining lines.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
East Indian	...	...	1	1	...	1	1	...	...	2	7	...	1	4	10	4	10	...	...	1	1	...	1	...	...	...	...	
Eastern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	1	1	...	1	1	1	1	...	...	2	1	...	...	1	...	...	...	...	
Sind, Punjab and Delhi	...	...	...	1	1	...	...	...	...	5	...	1	1	7	1	7	...	2	1	...	...	...	...	1	...	1	1	
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	...	
South Indian	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	1	...	...	...	...	...	...	...	...	
Great Indian Peninsula	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	1	...	2	...	1	...	...	1	3	
Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	1	...	...	...	...	
Calcutta and South-Eastern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Nalhati	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Northern Bengal	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...	...	...	...	...	...	
Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Patna-Gya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Muttra-Hathras	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	
Dhond-Manmád	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Rajputana	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Western Rajputana	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Holkar and Sindhu-Neemuch	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Nágpur and Chhattisgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	
Rangoon and Irrawaddy Valley	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1	...	...	...	...	...	
Sindhia (Southern Section)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Punjab Northern	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1	1	1	...	...	...	...	...	...	...	...	...	
Indus Valley and Lower Section of the Kandahar Railway.	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	...	...	...	...	
Gackwar of Baroda's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Khángoan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Amritoti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Nizam's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	1880	1	1	1	2	4	2	...	...	1	2	15	1	2	8	23	8	24	1	2	6	7	1	8	2	3	1	...
	1879	22	49	...	1	...	...	2	...	6	8	3	5	10	15	32	64	1	10	1	11	3	9	...	1	1	...	

[illegible]





TABLE NO. 3. ACCIDENTS TO TRAINS, ROLLING-STOCK, PASSENGER-WAY, &c., REPORTED DURING THE FOURTH QUARTER OF 1886, AND CONSEQUENCES.

SEE ALSO TABLE NO. 4.

	MADRAS.						SOUTH INDIAN.						GREAT INDIAN PENINSULA.						BOMBAY, BARODA AND CENTRAL INDIA.					
	Number of Passengers and others.			Number of Servants.			Number of Passengers and others.			Number of Servants.			Number of Passengers and others.			Number of Servants.			Number of Passengers and others.			Number of Servants.		
	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.	No.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between goods trains, or parts of goods trains	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Passenger trains, or parts of passenger trains, leaving the rails	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Trains running into stations or sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Ditto over cattle on the line	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Ditto over obstructions on the line	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11. Ditto through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12. The bursting of boilers or tubes, &c., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13. The failure of machinery, springs, &c., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14. Ditto of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15. Ditto of wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16. Ditto of axles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17. Ditto of brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18. Ditto of couplings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21. The shedding of portions of permanent way	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22. Slips in cuttings or embankments	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23. Fire in trains	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24. Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25. Other accidents	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>TOTAL ALL CLASSES</b>	<b>50</b>	..	..	<b>82</b>	..	..	..	..	..	..	..	..	<b>31</b>	..	..	..	..	..	..	..	..	<b>9</b>	..	..
<b>Number of Passenger miles</b>	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>No. of Servants employed</b>	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<b>Train mileage of all descriptions</b>	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		48,637,700			33,205,392 (+)			95,041,531						43,720,198										
		5,800			7,170			14,905						5,227										
		494,613			303,455 (+)			1,684,205						326,068										

(+) Exclusive of traffic on the Pondicherry Railway in the French territory.



TABLE NO. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Fourth Quarter of 1880, &c.—continued.

SEE ALSO TABLE NO. 4.

[illegible]

SEE ALSO TABLE NO. 4.

	MOTIL-HASTERS.				DROED-MANNAH.				ELIFFORANA.				WATYAN ELIFFORANA.				HOLKAR AND SIVGA-NERURUCK.							
	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.					
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1. Collisions between passenger trains, or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
3. Collisions between goods trains, or parts of goods trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
4. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
5. Passenger trains, or parts of passenger trains, leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
8. Trains running into stations or sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
9. Trains running over cattle on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
10. Ditto over obstructions on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
11. Ditto through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
12. The bursting of boilers or tubes, &c., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
13. The failure of machinery, springs, &c., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
14. Ditto of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
15. Ditto of wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
16. Ditto of axles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
17. Ditto of brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
18. Ditto of couplings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
20. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
21. The sheeling of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
22. Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
23. Fire in trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
24. Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
25. Other accidents	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			
TOTAL ALL CLASSES	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12			
Number of Passenger miles																				1,739,803	4,507,286	26,972,255	4,510,308	12,857,725
No. of Servants employed																				153	1,037	5,303	543	1,845
Train mileage of all descriptions																				12,665	64,915	308,907	46,239	138,067

TABLE NO. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &amp;c., reported during the Fourth Quarter of 1880, &amp;c.—continued.

SEE ALSO TABLE NO. 4.

	WARRAR COAL.				NAGPORE AND CHAMBERSBURG.				RAJPOOR AND JERAWADDY VALLEY.				SIBDIA (SOUTHERN SECTION.)				PUZZA NORTHERN.			
	Number of Passengers and others.		Number of Servants.		Number of Passengers and others.		Number of Servants.		Number of Passengers and others.		Number of Servants.		Number of Passengers and others.		Number of Servants.		Number of Passengers and others.		Number of Servants.	
	No.	Killed.	Injured.	Total all Classes.	No.	Killed.	Injured.	Total all Classes.	No.	Killed.	Injured.	Total all Classes.	No.	Killed.	Injured.	Total all Classes.	No.	Killed.	Injured.	Total all Classes.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing or in motion	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Trains running over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers or tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The shedding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL ALL CLASSES</b>	9	...	...	...	2	...	...	...	3	...	...	...	1	...	...	...	63	...	...	...
<b>Number of Passenger miles</b>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>No. of Servants employed</b>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total miles of all descriptions</b>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	449,454	...	...	...	1,075,290	...	...	...	10,780,578	...	...	...	641,493	...	...	...	26,830,008	...	...	...
	308	...	...	...	165	...	...	...	1,228	...	...	...	65	...	...	...	1,617	...	...	...
	10,911	...	...	...	18,611	...	...	...	89,433	...	...	...	13,603	...	...	...	247,021	...	...	...

TABLE NO. 3.—ACCOUNTS OF ACCIDENTS.

SEE ALSO TABLE NO. 4.

SEE ALSO TABLE NO. 4.

No.	UPPER VALLEY AND LOWER SECTION OF THE KANDANAH RAILWAY.				GANEWAR OF BARODA'S.				ANNAOLI.				NIRAN'S.				TOTAL ALL RAILWAYS.			
	Number of Passengers and others.		Total all Classes.		Number of Passengers and others.		Total all Classes.		Number of Passengers and others.		Total all Classes.		Number of Passengers and others.		Total all Classes.		Number of Passengers and others.		Total all Classes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers or tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of trucks, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flexing of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	153	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
No. of Servants employed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total mileage of all descriptions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) For Number only. The particulars for November and December are included with the total Indian Peninsula Railway figures.

T A B L E

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the year 1900-1901.

RAILWAYS.		1. Collisions between passenger trains, or parts of passenger trains. 2. Collisions between passenger trains, and goods or mineral trains, engines and vehicles standing foul of the line. 3. Collisions between goods trains, or parts of goods trains. 4. Collisions between light engines. 5. Passenger trains, or parts of passenger trains, leaving the rails. 6. Goods trains, or parts of goods trains, engines, &c., leaving the rails. 7. Trains or engines travelling in the wrong direction through points. 8. Trains running into stations or sidings at too high a speed. 9. Trains running over cattle on the line. 10. Trains running over obstructions on the line. 11. Trains running through gates at level crossings. 12. The bursting of boilers or tubes, &c., of engines. 13. The failure of machinery, springs, &c., of engines. 14. The failure of tyres. 15. The failure of wheels. 16. The failure of axles. 17. The failure of brake apparatus. 18. The failure of couplings? 19. The failure of tunnels, bridges, viaducts, culverts, &c. 20. Road accidents.																					
GUARANTEED.	East Indian	...	...	...	...	2	13	3	...	8	6	...	16	6	1	...	...	3	...	...	...	1	...
	Eastern Bengal	...	...	...	...	...	...	...	1	...	...	...	5	...	1	...	...	...	...	1	...	1	...
	Ondh and Rohilkhand	...	...	...	...	...	...	...	2	4	...	...	7	...	1	...	...	...	...	...	...	...	...
	Sind, Punjab and Delhi	...	...	...	...	7	6	1	2	16	1	...	10	3	2	18	6	...	...	1	...	1	...
	Madras	...	...	...	...	...	1	...	1	5	...	...	10	3	...	...	...	...	...	...	...	...	...
	South Indian	...	...	...	...	...	...	...	5	6	...	...	46	1	4	1	1	...	...	...	...	...	...
	Great Indian Peninsula	...	...	...	...	1	1	...	...	3	1	1	16	1	3	...	...	1	...	1	...	...	...
	Bombay, Baroda and Central India	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	1	...	1	...	...
STATE.	Calcutta and South-Eastern	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...
	Nalhati	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...
	Northern Bengal	...	...	...	...	...	...	...	...	...	1	1	5	1	...	...	...	...	...	3	...	...	...
	Tirhoot	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
	Patna-Gya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Muttra-Hathras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dhond-Manmád	...	...	...	...	...	...	...	...	2	...	...	2	...	...	1	...	...	...	...	...	...	...
	Rajputana	...	...	...	...	2	1	...	...	6	...	...	8	...	...	...	...	...	...	3	...	2	...
	Western Rajputana	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
	Holkar and Sindia-Noemuch	...	...	...	...	...	...	...	1	1	...	...	7	...	...	...	1	...	...	...	...	...	...
	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	1	3	...	...	1	...
	Nágpur and Chhattisgarh	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...
	Bangoon and Irrawaddy Valley	...	...	...	...	1	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
	Sindia (Southern Section)	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...
	Punjab Northern ..	...	...	...	...	...	2	...	...	8	9	5	...	9	5	3	...	...	...	...	...	...	...
	Indus Valley and Lower Section of the Kandahar Railway	...	...	...	...	3	8	1	...	14	3	...	54	4	1	9	30	...	...	1	...	4	...
	Gackwar of Baroda's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
	Khamgaon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Amráoti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nizám's	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2	...	...	...	...	...	...	
TOTAL		{ 1880		...	...	16	35	5	20	80	18	3	308	24	17	30	46	5	4	10	...	11	...
		{ 1870		...	...	18	26	7	7	69	14	2	154	14	19	12	47	1	1	10	...	54	...



No. 4.

4th Quarter of 1880, distinguishing the different Classes of Accidents, the Number of PASSENGERS and OTHERS, and the SERVANTS Killed or Injured thereby.

21. The locality of portions of Government way.	22. Slips in cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25. Other accidents.	Total all Classes.	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.		Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN.			TOTAL PASSENGERS.			
						Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					Number of passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILLION OF PASSENGERS.	PER MILLION OF PASSENGERS.	Killed.	Injured.
...	...	1	1	1	62	...	...	...	...	...	...	1,551	2,066,606	2,041,810	178,002,644	1,345	1,329	110,351	...	...	...	...
...	...	...	...	1	10	...	...	...	...	...	...	171	559,105	176,260	19,659,541	3,255	3,026	115,630	...	...	...	...
...	...	...	...	...	14	...	...	...	...	...	...	547	637,033	353,653	37,719,360	1,165	647	68,957	...	...	...	...
...	...	6	2	18	103	...	...	2	...	2	...	676	1,086,660	760,328	78,743,414	1,606	1,137	110,398	...	...	...	...
2	6	2	...	1	30	...	...	...	...	...	...	858	996,391	484,643	48,637,739	1,161	565	56,687	...	...	...	...
...	12	2	...	2	82	...	...	...	...	...	...	648	1,034,661	335,458	33,305,332	1,581	619	51,243	...	...	...	...
...	2	...	...	...	31	...	...	...	...	...	...	1,280	1,235,554	1,624,295	95,061,834	957	1,209	74,252	...	...	...	...
...	...	2	...	3	9	...	...	...	...	...	...	444	1,678,249	336,068	43,720,196	3,780	734	66,469	...	...	...	...
...	...	...	...	1	7	...	...	...	...	...	...	28	148,566	3,984	1,355,923	5,306	331	48,426	...	...	...	...
...	...	...	...	1	4	...	...	...	...	...	...	274	27,357	10,779	548,896	1,004	396	20,143	...	...	...	...
...	1	...	...	...	13	...	...	...	...	...	...	330	181,746	130,246	8,440,374	700	560	26,697	...	...	...	...
...	...	...	...	2	...	...	...	...	...	...	...	82	112,538	29,437	3,734,641	1,373	359	45,544	...	...	...	...
...	...	...	1	1	2	...	...	...	...	...	...	57	130,647	25,027	5,900,235	2,392	439	103,671	...	...	...	...
...	...	...	...	...	12	...	...	...	...	...	...	29	97,017	13,665	1,729,603	3,000	437	59,641	...	...	...	...
...	...	...	...	...	5	...	...	...	...	...	...	145	70,623	64,915	4,507,236	485	445	30,924	...	...	...	...
...	...	...	1	...	23	...	...	...	...	...	...	479	549,037	309,907	26,972,255	1,146	647	58,309	...	...	...	...
...	...	...	...	...	3	...	...	...	...	...	...	82	129,286	46,239	4,510,306	1,567	560	54,070	...	...	...	...
...	...	1	...	...	12	...	...	...	...	...	...	253	298,706	133,067	12,857,725	1,178	545	60,721	...	...	...	...
...	...	...	...	...	9	...	...	...	...	...	...	45	17,359	10,914	449,454	386	242	9,988	...	...	...	...
...	...	...	...	...	2	...	...	...	...	...	...	35	86,430	18,514	1,075,290	3,469	529	30,722	...	...	...	...
...	...	...	...	...	3	...	...	...	...	...	...	161	277,381	80,433	10,780,578	1,723	555	66,960	...	...	...	...
...	...	...	...	1	3	...	...	...	...	...	...	33	23,000	13,693	641,493	697	415	19,439	...	...	...	...
...	...	9	...	3	53	...	1	1	...	1	1	222	498,294	247,021	26,830,996	2,185	1,083	117,690	...	201	...	0007
...	...	20	...	1	153	...	...	...	...	...	...	640	368,654	484,690	32,541,002	576	757	50,845	...	...	...	...
...	...	...	1	...	2	...	...	...	...	...	...	57	67,831	13,746	1,369,107	1,174	238	23,707	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	(a)	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	6	(b) 7,445	(b) 744	(b) 44,870	1,241	124	7,445	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	121	97,232	54,359	5,089,807	804	449	47,023	...	...	...	...
2	20	47	5	35	654	...	1	1	3	1	3	8,917	12,453,441	7,320,894	685,733,549	1,399	878	77,023	...	0080	...	0007
3	9	64	3	25	594	22	49	1	10	23	59	8,296	10,900,903	7,702,449	559,681,277	1,313	928	67,447	2019	6498	0080	0007

(a) This line was closed during October and a portion of November. The particulars for November and December are included with the G. I. P. Railway figures.  
 (b) For October only. The particulars for November and December are included with the G. I. P. Railway figures.

## GOVERNMENT OF INDIA.

## HOME, REVENUE AND AGRICULTURAL DEPARTMENT.

## REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING THE 24th MAY 1881.

GENERAL REMARKS.—There was general, and in some places heavy, rain during the week in the Southern Mahratta Country, Madras, Mysore and Coorg, Bengal, Assam, and Burma. The weather was showery in the North-Western Provinces and Oudh and in some parts of the Punjab and Rajputana; but, with the exception of a slight fall in the Sambalpur district, no rain is reported from the Central Provinces, Berar, the Central India States, and the northern and central districts of Bombay. Cattle-disease and small-pox appear to be abating; and the general health is reported to be fair. The reports on agricultural prospects and on the outturn of the spring harvest continue to be satisfactory.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Madras—(May 25th)</b>		
Bellary	1.08 (average of six stations).	Standing crops generally good; harvest wet and dry crops, yield average; sugarcane and oilseeds being sown.
Kurnool	.71 (average of six stations).	In one taluk standing paddy injured by excessive rain; harvest paddy, outturn average; cattle-disease in parts.
Ganjam	.55 (average of seven stations).	Second crop paddy and <i>ragi</i> flourishing.
Kistna	1.40 (one station)	Crops generally withering from deficiency of water-supply; harvest paddy and <i>ragi</i> ; cultivation operations for new season progressing; fever and small-pox abating; cattle-disease general.
Chingleput (Madras)	.25 (one station)	
Coimbatore	1.52 (average of six stations).	Standing crops good; harvest wet and dry crops, outturn average.
Tanjore	.50 (one station)	Standing crops generally good; harvest paddy, outturn below average.
Madura	.55 (average of five stations).	Standing crops drooping in parts from deficiency of water-supply.
Malabar	1.18 (average of twelve stations).	Sowing of first crop paddy progressing.
Travancore	.38	Fever exists to some extent.
<b>Bombay—(May 25th)</b>		
Kurrachee	Nil	River at Kotri on 22nd instant 10 feet 7 inches, against 9 feet 4 inches on same date last year; locusts appeared in two talukas, not much damage; small-pox Dadu 1 and Sehwan 11 cases; fever in (Ghorabari taluka; wheat, red rice, and <i>bajri</i> in Kurrachee 9, 18 and 18, Dadu 14, 12 and 14, Sehwan 13, 18 and 19, Manjhand 16, 18 and 18, Jati 9, 22 and 21, and Sujawal 9, 24 and 26 acres respectively.
Hyderabad	.....	<i>Rabi</i> harvesting nearly over; <i>kharif</i> operations have commenced throughout the district; small-pox in two, fever in one, measles in four talukas; locusts still about in two tuppas of the Shahdolpur talukas; river 10 inches higher on 21st instant than on same date last year; weather seasonable; wheat 10.60, <i>bajri</i> 21, <i>jowari</i> 20, red rice 15, and white rice 9 seers per rupee.
Ahmedabad	.....	Manuring operations progressing; sugarcane plantation nearly over in Dholka; heat moderate; wheat 35 and <i>bajri</i> 55 seers.
Baroda	.....	Sugarcane continues good; monsoon cultivation in progress; public health good; <i>bajri</i> 42 and rice 22 lbs. per rupee.
Surat	.....	Preparation for sowing progressing in places; fever in four talukas; cholera in Surat 42 cases, 22 deaths, and Chorasi taluka 20 cases, 10 deaths.
Nasik	.....	Harvest over; fever in two talukas; <i>bajri</i> 41, wheat 34, and <i>jowari</i> 53 seers.
Colaba (Bombay)	.....	Average abnormal temperature 2° warm; vapour in air slightly in excess of normal; abnormal wind <i>nil</i> from 18th to 20th, and afterwards northerly.
Poona	.....	Average prices <i>bajri</i> 46 and <i>jowari</i> 68 lbs. in Poona <i>bajri</i> 46 and <i>jowari</i> 57 lbs.
Ahmednagar	.....	Cattle-disease in Karjat and Jamkhed; <i>bajri</i> maximum 72 lbs. in Jamkhed, minimum 51 in Karjat; <i>jowari</i> maximum 105 in Jamkhed, minimum 66 in Karjat.
Sholapur	.....	Slight cattle-disease in Sholapur, Mulhe, and Karmala talukas; <i>jowari</i> 37.15 and <i>bajri</i> 58.27.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bombay—contd.</b>		
Dharwar	...	Rain in five talukas, heavy in Karajgi and slight in others.
Kanara	...	1.10 (average of five talukas).
Rajkot	...	.....
<b>Bengal—(May 24th)</b>		
Chittagong	...	1.53
Dacca	...	.....
24-Pergunnahs (Calcutta)	...	Nil
Moorsheadabad	...	1.50
Rajahmhye	...	2.66
Bydwan	...	1.13
Rungpore	...	1.77
Bhagalpur	...	.01
Purneah	...	.90
Patna	...	.58
Darbhunga	...	Nil
Hazaribagh	...	1.36
Cuttack	...	.22
<b>N. W. Provinces and Oudh—</b>		
Benares (May 25th)	...	.5 on 19th
Allahabad ( " " )	...	.5 (average), principally in trans-Ganges parganas.
Gorakhpur ( " " )	...	Slight rain in three tahsils and some hail in one.
Jhanai ( " " )	...	.....
Agra ( " " )	...	Slight rain
Bareilly ( " " )	...	Rain on 19th
Meerut ( " " )	...	Slight showers on 19th and 24th.
Kumaun ( " " )	...	.....
Lucknow ( " " )	...	.3 on evening of 24th
<p>Rain urgently wanted in Dharwar, Kalghatgi, and Kod; fields being prepared for early crops; rice 31 and <i>jowari</i> 96 lbs.; slight fever; cattle-disease decreasing.</p> <p>Rice sowing commenced in low lands of Karwar; preparing ground for monsoon crop; in all talukas partial fever and cattle-disease prevail; common rice in Karwar 16, in district 16 <math>\frac{1}{2}</math> seers.</p> <p>Weather hot; health generally good; fever in some places in Halar; <i>jowari</i> 56 and <i>bajri</i> 48 lbs.</p> <p>General Remarks.—Heavy rain in Southern Mahratta Country; locusts in Sind; cholera at Surat 42 cases, 22 deaths; one case at Sukkur; preparations for <i>kharif</i> in progress.</p> <p>Weather hot; rain facilitated commencement of ploughing, but more wanted; <i>pania aus</i> progressing; spring crops almost gathered, with good outturn; small-pox and cattle-disease still continue; general health good.</p> <p>More rain (quantity not given); prospects of rice and jute favourable. No crops on ground, except <i>boro</i> seedlings at Satkhira and sugarcane, which are doing well; ploughing going on; sowing of <i>aus</i> and jute commenced; common rice at head-quarters 16 to 20 seers and in sub-divisions 20 to 26 seers; public health generally good; cholera much decreased.</p> <p>Prospects of crops favourable; rain in Kandi sub-division somewhat excessive, stopping ploughing in places; fever in some places.</p> <p>Weather hot and close; <i>aus</i> still being sown; paddy seedlings, <i>til</i>, and jute thriving; <i>boro</i> paddy also satisfactory; rice 27 or 28 seers at Sadr and 30 seers at Nattore; cholera still reported.</p> <p>Showers at intervals; ploughing going on.</p> <p>Weather warmer than last week; crops on ground much benefited by rain and in very good condition.</p> <p>Prospects good.</p> <p>Crops sown very good; sowing still continues; rice 30 seers; health indifferent; rivers low.</p> <p>Rain has done much good to <i>cheena</i>, sugarcane, and <i>dhan</i>, and will facilitate preparation of land for <i>bhadoi</i> sowings; public health good.</p> <p><i>Mung</i>, <i>dhan</i>, sugarcane, &amp;c., promising well; land being prepared for <i>bhadoi</i> sowings; prices stationary; general health good.</p> <p>Weather cloudy and threatening; late rain will be beneficial and has facilitated preparation of land for <i>bhadoi</i> crops; sugarcane looks well; rice 23 seers; public health good.</p> <p><i>Deali</i> rice sowing commenced; rain wanted; small-pox still reported.</p> <p>General Remarks.—Some rain in almost all districts during week, benefiting standing crops and facilitating ploughing and sowings; mango damaged in places; spring harvest going on, with fair results; cholera disappearing; small-pox and fever in a few places, otherwise general health good.</p> <p>Very heavy wind on 19th, many trees uprooted; damage to mango crop extensive; wind easterly and strong; weather sultry; cholera decreasing; supplies plentiful; prices moderate.</p> <p>Very unsettled weather and great heat; wind east, save during storms; considerable damage to mango crop by storms; cholera still present in interior, but small-pox abating; prices stationary; wheat 19<math>\frac{13}{10}</math>, barley 26 <math>\frac{9}{10}</math>, gram 22<math>\frac{1}{2}</math>, coarse cleaned rice 15<math>\frac{1}{16}</math>, unhusked rice 25<math>\frac{1}{16}</math>, <i>bajra</i> 24<math>\frac{1}{16}</math>, and peas 25<math>\frac{15}{16}</math> seers.</p> <p>Hot wind; some cholera in five tahsils, but decreasing; prices of peas and barley rising.</p> <p>Strong west winds; prices steady; cattle-disease decreasing; fodder scarce; water very low in wells; wheat 22<math>\frac{1}{2}</math>, gram 25, <i>bajra</i> 25 seers.</p> <p>Wheat 20, gram 21, barley 23, <i>bajra</i> 23, <i>makka</i> 28 seers.</p> <p>Thunderstorm with rain on 19th; storm of wind on the 22nd; health good; prices steady; wheat 21, barley 26<math>\frac{1}{2}</math>, <i>bajra</i> 23<math>\frac{1}{2}</math>, common rice 15, gram 20<math>\frac{1}{2}</math> seers per rupee.</p> <p>Wind easterly; weather unseasonably cool and cloudy; some fever in Sirdhana and Ghaziabad tahsil, otherwise health good; cheapest wheat 21<math>\frac{1}{2}</math>, gram 22, <i>arkar</i> 25, barley 29, <i>bajra</i> 17, <i>juar</i> 20 seers.</p> <p>Daily storms; health fair; crops good; cattle-disease continues; prices stationary.</p> <p>Prevailing wind east; weather hot, with occasional thunderstorms; cholera and cattle-disease continue, but appear to be on the decrease; barley 28 seers.</p>		

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>N. W. Provinces and Oudh—contd.</b>		
Partabgarh (May 24th)	.....	Strong easterly wind, occasional storms; in tahsil Potti there was a hailstorm; prices stationary; health of the people good.
Sitapur ( " 25th)	2 on 20th; 9 on evening of 24th.	Storm and rain on 20th; wind chiefly east; heat great; threshing floors nearly cleared; health good; wheat 13½, gram 20, barley 30 seers.
Fyzabad ( " " )	9 in week; 8 on 19th and 1 on 24th.	Weather between the storms very oppressive; cholera nearly ceased; prices unchanged.
Aligarh ( " " )	.....	Weather unsettled; indigo sowings nearly completed; fever in Keol and Atrauli tahsils; small-pox disappearing in Atrauli; wheat 20, barley 26, <i>bejhar</i> 26, gram 22 seers.
Moradabad ( " " )	Rain in five tahsils	Weather unsettled; fever reported prevalent in Ganges khadir, otherwise health good; no material change in prices.
Rae Bareilly ( " 24th)	5 at Rae Bareilly, 2·8 at Digbijaiganj, and 1 at Salona.	Weather unsettled, east wind; <i>rabi</i> outturn little more than eight annas; mango yield much reduced by storms; opium very good; distress not increasing; a few cases of cholera; cattle-disease subsiding; prices still rising slightly; gram 17½, wheat 10½, <i>motki</i> 22, <i>dhan</i> 23, barley and <i>sacan</i> 23½, <i>arhar</i> 24½, <i>makai</i> 26½ seers.
Cawnpore ( " 25th)	2 at Cawnpore; partial showers in four parganas.	Showers have damaged extra crops; health good; prices stationary; wheat 21, barley 25, <i>bajra</i> 26, <i>juar</i> 27 seers.
Farakhabad ( " " )	4·4 on 20th and 24th, but local.	Weather fair, wind east; health fair; prices—wheat 19½, barley 27½, gram 21½, <i>bajra</i> 27½, rice 13½ seers.
Saharanpur ( " " )	1	East and west winds; sky overcast till to-day; health good; no fresh cattle-disease; old cases cured; wheat 16½, gram 26, rice 16½, <i>juar</i> 21½, <i>bajra</i> 19½, <i>urd</i> 23, <i>makai</i> 24, <i>bejhar</i> 22, barley 29 seers.
<b>Punjab (May 24th)—</b>		
Delhi	1	Harvesting of spring crop over; prices steady; fewer cases of cholera.
Hissar	1	Weather still cloudy; prices almost stationary; general health good.
Umballa	.....	Threshing still in progress; health fair.
Jullundur	.....	Crops mostly garnered; weather cloudy and unsettled; prices steady; general health good.
Lahore	2	Crops all cut; slight fall again in price of wheat.
Ferozepore	.....	Crops cut and gathered; prices firm.
Sialkot	2	Spring harvest above average; prices steady.
Rawalpindi	5	The outturn of spring crop still estimated at about average; prices have a downward tendency.
Peshawar	.....	Harvest prospects fairly good; slight variations in prices.
Mooltan	Slight rain	Crops still being garnered; prices steady.
Dera Ismail Khan	.....	Harvesting nearly over; prices falling; health good.
<b>Central Provinces—</b>		
Nagpur (May 25th)	.....	Very hot; preparations for ensuing crop continuing; no epidemic; prices stationary.
Jubbulpore ( " " )	.....	Hot; harvesting nearly finished, outturn good; cholera in several villages; wheat 26 and rice 14 seers.
Saugor ( " " )	.....	Weather seasonable; cholera at Garhakota; isolated cases of small-pox; prices easy.
Soni ( " " )	.....	Very hot; land for <i>kharif</i> being prepared; winnowing of <i>rabi</i> completed; cattle-disease and small-pox continue; prices stationary.
Hoshangabad ( " " )	.....	Hot; threshing in progress; small-pox 22 cases; wheat 18½, <i>jowari</i> 40, and rice 9½ seers.
Raipur ( " 21st)	.....	Heat intense; rice sowing in progress; cattle-disease and cholera in some places; rice 30 and wheat 40 seers.
Sambalpur ( " 19th)	10	Weather close and hot; prospects good; cholera reported from Putna; prices falling; rice 44 seers.
<b>British Burma (May 25th)—</b>		
Akyab	1·50	Total rainfall 4·48; slight small-pox in one township, otherwise public health good; cattle-disease prevalent in parts of district.
Rangoon	1·60	Total rainfall 5·52; a few cases of small-pox, otherwise public health good.
Bassein	2·44	Total rainfall 4·34; public health good; cattle-disease in two townships.
Prome	0·19	Total rainfall 3·45; a few cases of cholera, otherwise public health fair.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>British Burma—contd.</b>		
Amherst (Moulmein) ...	3.57	Total rainfall 8.39; a few cases of cholera, otherwise public health good; ploughing commenced.
Toungoo ...	2.82	Total rainfall 6.09; a few cases of small-pox in district, otherwise public health good; cattle-disease in one township. <i>General Remarks.</i> A little small-pox in Arracan and Pegu and some cholera in Pegu and Tenasserim, public health otherwise good; some cattle-disease; rainfall hitherto slight; ploughing already commenced in Amherst.
<b>Assam—(May 25th)—</b>		
Gauhati ...	.41	Weather extremely sultry; prospects of crops good; fever and dysentery still reported from Barpeta.
Sylhet ...	3.71	Weather seasonable; <i>aman</i> nearly all sown; cultivation for <i>aus</i> going on; tea doing well.
Cachar ...	2.04	Weather sultry and cloudy; cattle-disease somewhat abated, 9,684 deaths reported to date; sowing of seasonable crops progresses; common rice 20 seers per rupee; health good.
Dibrugarh ...	3.00	Days warm, occasional showers; cattle-disease continues; crops progressing; ploughing for <i>sali</i> ; fever prevalent.
<b>Mysore and Coorg— (May 25th)</b>		
Bangalore ...	.14	} Standing crops in good condition; fever and small-pox continue in parts; also murrain among cattle; prices generally stationary. Prospects of <i>vaisakh</i> and coffee crops continue good; ploughing for <i>kartika</i> crop commenced.
Mysore ...	.43	
Morcaru ...	1.27	
<b>Berar &amp; Hyderabad— (May 25th)</b>		
Amraoti ...	.....	Heat excessive; ploughing continues; wheat 20 seers, <i>jowari</i> 36 seers.
Akola ...	.....	Close and hot; preparations for sowing continued.
Hyderabad ...	.....	<i>Tabi</i> crops continue to be reaped; preparations for <i>kharif</i> crops in progress; no sickness or cattle-disease; prices—coarse rice 10, wheat 16½, yellow <i>jowari</i> 25, white <i>jowari</i> 20½, and <i>tur</i> 24½ seers per current <i>sicca</i> rupee.
<b>Central India States— (May 25th)</b>		
Indore ...	.....	Days hot, nights cool; health good; <i>rabi</i> crops harvested; prices easy.
Morar (Gwalior) ...	.....	Heat intense; health good.
Sutna ...	.....	Health good; very hot; sky clear.
Rutlam ...	.....	Report not received.
Neemuch ...	.....	Sky cloudy; high winds in the evening; public health good.
Goonu ...	.....	Crops good; health good.
Bhopal ...	.....	Report not received.
Agar ...	.....	Prospects continue favourable; health good.
Nowgong ...	.....	Report not received.
Mánpur ...	.....	Weather hot; two deaths from small-pox.
<b>Rajputana—</b>		
Alm (May 25th) ...	0.23	Storm with thunder and rain, still cloudy and thundering.
Sirohee ( " 22nd) ...	.....	Tanks dry, wells good; healthy; very hot.
Marwar ( " 20th) ...	.....	Tanks empty, water obtained with great difficulty from wells; health good; some cooler slight showers in some districts; prices falling.
Meywar ( " " ) ...	.....	Tanks and wells fair; health good; very warm.
Harottee ( " 21st) ...	.02 in Deoli	Duststorms, with light showers; small-pox still at Kotah.
Jhalawar ( " 19th) ...	.....	High west winds; health good.
Ajmere ( " 25th) ...	0.16	Storm, slight showers, much cooler in consequence; health good.
Jaypore ( " " ) ...	.....	Frequent thunder and duststorms, with high winds; slight rain; fruit crop much injured; prices firm; health good.
Bharatpur ...	.....	Report not received.
Udaipur (May 24th) ...	.....	Partial showers; cattle-disease still in four tahsils.
<b>Nepal (May 17th)—</b>		
Katmandu ...	.165	Weather cool and seasonable.

C. GRANT,  
Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.  
LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR  
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING  
LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE  
ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House, Simla, on Wednesday, the 25th May, 1881.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.G., G.M.S.I.,  
G.M.I.E., *presiding*.

His Honour the Lieutenant-Governor of the Panjáb, K.C.S.I.

His Excellency the Commander-in-Chief, Bart., G.C.B., C.I.E.

The Hon'ble Whitley Stokes, C.S.I., C.I.E.

The Hon'ble Rivers Thompson, C.S.I., C.I.E.

The Hon'ble J. Gibbs, C.S.I., C.I.E.

Major the Hon'ble E. Baring, R.A., C.S.I., C.I.E.

Major-General the Hon'ble T. F. Wilson, C.B., C.I.E.

The Hon'ble C. Grant, C.S.I.

BÁNKI LAWS BILL.

The Hon'ble Mr. STOKES moved for leave to introduce a Bill to amend the law in force in the Mahál of Báñki. He said that it had been determined by Government to bring the Government estate of Báñki, which at present formed portion of a scheduled district under the Scheduled Districts Act, 1874, under the regular system of administration, and, for this purpose, to annex it, from the commencement of the next financial year, to the Khurda subdivision of the Regulation district of Púrí. Owing, however, to Báñki having hitherto formed portion of a scheduled district, there were certain differences between the law prevailing in it and the law in force in the Púrí district, which differences it was desirable to remove. The present Bill, which had been drawn on the lines of the Raipur and Khattra Laws Act, 1879, had accordingly been prepared. It assimilated the law in Báñki to that in the district of Púrí from the date on which Báñki was annexed to that district, and declared that from that date Báñki should cease to be a portion of a scheduled district.

The Motion was put and agreed to.

PORTUGUESE CONVENTION BILL.

Major the Hon'ble E. BARING moved for leave to introduce a Bill to give effect to the Convention between the Governors General of British India and Portuguese India regarding their respective systems of moneys, weights and measures. He said that the Council were, no doubt, aware that on the 26th of December, 1878, a Treaty of Commerce and Extradition was executed between Great Britain and Portugal, and ratified on the 6th of August, 1879, in which it was provided that the High Contracting Parties should use their best endeavours to establish between their respective systems of moneys, weights and measures the harmony desirable for the development of commercial relations between their respective dominions. It was also provided that any detailed measures which were necessary should be provided for in a separate Convention which should be executed within two years from the date of the Treaty. The Treaty itself came into force on the 15th January, 1880, and the Convention was signed on the 12th of April, 1880. It was now necessary to.



pass a short Act to give legal effect to the provisions of the Convention. The Bill which he now asked for leave to introduce was a very short one. It provided, in the first section, that it was to extend to the whole of British India, and that it should come into force at once; in the second section, that the provisions of the Convention, so far as they were binding upon the Government of British India, should be deemed to have the force of law; and, in the third section, that the provisions of Act No. XXIII of 1870 (The Indian Coinage Act) should be applied to all coin made and bullion brought for coinage to the Mint under the Convention.

The Motion was put and agreed to.

Major the Hon'ble E. BARING then introduced the Bill.

Major the Hon'ble E. BARING also applied to His Excellency the President to suspend the Rules for the conduct of business. He said that there had been a very unfortunate delay in dealing with this question which obliged him now to make this request, and with a view, on the suspension of the Rules, to move that the Bill be taken into consideration. The course which he now proposed to adopt was no doubt unusual, and in some respects objectionable; but such a course was generally held to be justified when the matter before the Council was one of urgency, and also when it dealt with a measure which, practically, might be said to be out of the limits of ordinary discussion. He thought, though he very much regretted to have to ask that the Rules should be suspended, that the proposed measure came within the category to which he alluded. It was urgent because we were under the obligation to make those Portuguese coins legal tender in British India; and we had received a communication from the Governor General of Goa complaining that the Railway employes and others in the Bombay Presidency refused to receive the Portuguese currency; it was therefore very desirable to put a stop to such an inconvenient state of things. As regards the formal character of the measure, it was only necessary for him to say that it merely gave effect to the Convention which was signed more than a year ago. He thought that there could hardly be two opinions as to the advisability of passing the Bill without further delay.

His Excellency THE PRESIDENT quite agreed with his hon'ble friend Major Baring that the suspension of the Rules was an unusual, and to some extent an objectionable, course, and that it was a matter in regard to which we should be very careful. Those Rules gave security to the public that the business in the Legislative Council would be properly considered, and that the public itself would have an opportunity of knowing what the Council was about, and of making its views known to them. For the reasons alleged, however, it appeared to HIS EXCELLENCY that the suspension of the Rules in the present case was perfectly justifiable; indeed, that we were bound in regard to what we owed to the Portuguese Government in India to pass this Bill as speedily as possible. HIS EXCELLENCY therefore declared the Rules suspended.

Major the Hon'ble E. BARING moved that the Bill be taken into consideration.

The Motion was put and agreed to.

Major the Hon'ble E. BARING also moved that the Bill be passed.

The Motion was put and agreed to.

The Council adjourned to Wednesday, the 1st June, 1881.

R. J. CROSTHWAITE,

SIMLA;  
The 25th May, 1881. }

Officiating Secretary to the Government of India,  
Legislative Department.



# SUPPLEMENT TO The Gazette of India.

No 23. } CALCUTTA, SATURDAY, JUNE 4, 1881.

## OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

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### GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT.

No. XVI of 1881.

#### APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

Latest return received.	Railways.	RECEIPTS FOR WEEK ENDING 25TH APRIL 1880.		RECEIPTS FOR WEEK ENDING 25TH APRIL 1881.		TOTAL RECEIPTS FROM 1ST APRIL 1880 TO 24TH APRIL 1880.		TOTAL RECEIPTS FROM 1ST APRIL 1881 TO 23RD APRIL 1881.		Total Increase in 1881-82.	
		Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.	Rs.	Rs.
	<i>Guaranteed.</i>	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
14th May 1881	East Indian	8,48,676	563	8,41,712	558	29,33,729	509	27,07,778	547	...	2,25,951
Ditto	Eastern Bengal	65,352	381	59,408	338	2,04,050	344	1,95,178	338	...	7,872
7th ditto	Oudh and Rohilkhand	1,27,575	233	97,258	178	3,67,197	196	3,77,137	210	9,940	...
Ditto	Sind, Punjab & Delhi	2,48,958	368	1,79,333	265	9,40,002	405	6,50,155	293	...	2,80,847
Ditto	Madras	1,17,248	137	1,19,139	139	4,38,130	149	3,40,781	135	...	57,409
Ditto	South Indian	78,471	124	71,828	110	2,43,163	112	2,42,709	113	...	454
Ditto	Great Indian Peninsula	7,29,434	504	8,37,146	578	21,70,954	437	25,96,826	544	4,15,872	...
Ditto	Bombay, Baroda and Central India	2,43,497	548	2,83,498	639	7,61,431	600	9,06,366	621	1,44,935	...
	<b>TOTAL</b>	<b>24,69,211</b>	<b>391</b>	<b>24,89,342</b>	<b>394</b>	<b>80,57,716</b>	<b>374</b>	<b>80,46,930</b>	<b>368</b>	...	<b>10,786</b>
	<i>State.</i>										
14th May 1881	Calcutta and South-Eastern	2,125	76	2,440	87	7,635	79	8,258	90	623	...
Ditto	Nalhati	1,257	46	1,056	39	3,430	48	3,702	42	...	248
7th ditto	Northern Bengal	26,492	116	27,830	121	85,390	108	93,827	124	8,437	...
14th ditto	Tirhoot	10,044	122	10,372	129	37,132	132	38,615	143	1,483	...
7th ditto	Patna-Gya	13,382	235	9,845	173	30,025	200	35,999	188	...	3,065
Ditto	Muttra-Hathras	2,369	82	3,744	112	7,968	80	8,924	94	956	...
14th ditto	Dhond and Mahmud (a)	...	...	...	...	...	...	...	...	...	...
Ditto	Wardha Coal	16,919	376	7,675	171	23,995	155	29,841	202	5,846	...
7th May 1881	Nagpur & Chhattisgarh	1,485	28	6,485	98	(e)5,310	29	19,964	92	14,654	...
Ditto	Rangoon and Irrawaddy Valley	37,505	233	31,951	198	1,22,178	221	1,32,784	251	10,606	...
Ditto	Sindia (Northern Sec.)	2,616	72	2,199	60	7,904	65	8,810	72	906	...
14th ditto	Sindia (Southern Sec.)	1,918	58	3,940	119	5,035	45	13,465	119	8,430	...
7th ditto	Rajputana	84,318	155	1,27,282	175	2,69,285	144	4,26,063	178	1,56,778	...
Ditto	Western Rajputana (Southern Section) (e)	...	...	...	...	...	...	...	...	...	...
7th May 1881	Holkar and Sindia-Neemuch	20,957	121	41,194	143	87,603	116	1,26,150	133	38,487	...
Ditto	Punjab Northern	78,093	466	66,973	199	2,81,333	477	2,69,357	277	...	21,976
14th ditto	Indus Valley and Kandahar	53,107	105	75,804	117	3,70,056	212	2,67,284	126	...	1,02,772
Ditto	Khamgaon (a)	...	...	...	...	...	...	...	...	...	...
Ditto	Amroli (a)	...	...	...	...	...	...	...	...	...	...
7th May 1881	Nizam's	20,840	173	16,526	137	55,642	128	51,017	128	...	4,025
Ditto	Cawnpore-Farukhabad	...	...	5,528	64	...	...	17,741	63	17,741	...
14th ditto	Bhavnagar-Gondal	...	...	22,086	115	...	...	71,717	113	71,717	...
7th ditto	Mysore	...	...	1,706	29	...	...	6,298	33	6,298	...
14th ditto	Dildarnagar-Ghaziपुर.	...	...	1,042	87	...	...	2,788	71	2,788	...
Ditto	<b>TOTAL</b>	<b>3,79,346</b>	<b>162</b>	<b>4,64,478</b>	<b>145</b>	<b>14,09,381</b>	<b>178</b>	<b>16,22,565</b>	<b>154</b>	<b>2,13,184</b>	<b>...</b>
	<b>GRAND TOTAL</b>	<b>28,38,657</b>	<b>329</b>	<b>29,53,820</b>	<b>310</b>	<b>94,67,097</b>	<b>320</b>	<b>96,69,495</b>	<b>309</b>	<b>2,02,398</b>	<b>...</b>
	<b>GROSS ESTIMATED EXPENSES</b>	...	...	...	...	49,30,009	153	47,38,052	151	...	...
	<b>NET RECEIPTS</b>	...	...	...	...	49,37,088	167	49,31,443	158	5,645	...

(a) Included with Great Indian Peninsula Railway.

(e) Total receipts from 6th to 24th April 1880.

(f) Included with Rajputana Railway.

No. XVII of 1881.

## APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

Latest return received.	Railways.	RECEIPTS FOR WEEK ENDING 1st MAY 1880.		RECEIPTS FOR WEEK ENDING 30th APRIL 1881.		TOTAL RECEIPTS FROM 1st APRIL 1880 TO 1st MAY 1881.		TOTAL RECEIPTS FROM 1st APRIL 1881 TO 30th APRIL 1881.		Total Increase in 1881-82.	Total Decrease in 1881-82.
		Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
	<i>Guaranteed.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rd.</i>
14th May 1881	East Indian ...	8,42,024	559	8,00,687	531	37,75,763	566	35,08,465	543	...	2,67,298
14th ditto ...	Eastern Bengal ...	68,459	390	58,117	319	2,71,509	357	2,53,295	336	...	18,214
7th ditto ...	Oudh and Rohilkhand ...	1,09,546	200	1,04,960	192	4,76,743	197	4,82,097	205	5,354	...
7th ditto ...	Sind, Punjab and Delhi ...	3,06,768	454	1,92,103	284	12,46,770	416	8,42,258	284	...	4,04,512
7th ditto ...	Madras ...	1,12,641	131	1,06,498	124	5,50,831	145	4,87,279	132	...	63,552
7th ditto ...	South Indian ...	70,189	111	72,224	110	3,13,352	112	3,14,933	112	1,581	...
7th ditto ...	Great Indian Peninsula ...	7,18,965	497	8,98,429	621	23,89,939	450	34,85,255	562	5,95,316	...
7th ditto ...	Bombay, Baroda and Central India ...	2,32,105	523	2,63,734	594	9,93,536	506	11,70,100	544	1,76,564	...
	<b>TOTAL</b> ...	<b>21,60,727</b>	<b>391</b>	<b>24,96,752</b>	<b>396</b>	<b>1,05,18,443</b>	<b>378</b>	<b>1,05,43,682</b>	<b>390</b>	<b>25,239</b>	...
	<i>State.</i>										
14th May 1881	Calcutta and South-Eastern ...	2,166	77	2,320	82	9,801	79	10,578	86	777	...
7th ditto ...	Nalhati ...	1,386	51	1,154	42	5,816	49	4,856	42	...	960
14th ditto ...	Northern Bengal ...	32,669	142	29,690	129	1,18,059	116	1,29,417	125	5,358	...
7th ditto ...	Tirhoot ...	10,672	180	11,895	145	47,804	132	50,510	143	2,706	...
7th ditto ...	Patna-Gya ...	9,855	173	9,055	159	48,880	194	45,015	184	...	3,865
14th ditto ...	Muttra-Hathras ...	2,270	78	2,644	91	10,238	80	11,568	93	1,330	...
...	Dhond and Manmad (a) ...	...	...	...	...	...	...	...	...	...	...
7th May 1881	Wardha Coal ...	4,011	89	12,337	274	28,006	140	42,178	218	14,172	...
7th ditto ...	Nagpur and Chhattisgarh ...	3,403	64	8,591	130	(c) 8,713	44	28,545	126	19,832	...
7th ditto ...	Rangoon and Irrawaddy Valley ...	41,757	259	32,735	203	1,63,935	230	1,65,519	240	1,584	...
14th ditto ...	Sindia (Northern Sec.) ...	2,621	71	2,244	61	10,525	64	11,054	69	529	...
7th ditto ...	Sindia (Southern Sec.) ...	1,625	49	4,496	136	6,660	46	17,961	127	11,301	...
7th ditto ...	Rajputana ...	77,235	142	1,23,394	170	3,46,570	144	5,49,447	171	2,02,877	...
...	Western Rajputana (Southern Section) (b) ...	...	...	...	...	...	...	...	...	...	...
7th May 1881	Holkar and Sindia-Normuch ...	29,360	132	42,203	146	1,17,033	120	1,68,353	136	51,330	...
7th ditto ...	Punjab Northern ...	65,806	383	78,104	215	3,47,133	456	3,37,461	276	...	9,672
14th ditto ...	Indus Valley and Kandahar ...	1,70,272	205	1,26,099	198	5,40,328	240	3,93,963	143	...	1,46,365
...	Khamgaon (a) ...	...	...	...	...	...	...	...	...	...	...
...	Amraoti (a) ...	...	...	...	...	...	...	...	...	...	...
7th May 1881	Nizam's ...	14,199	117	19,314	160	69,241	129	70,331	136	1,090	...
14th ditto ...	Cawnpore-Farukhabad ...	...	...	4,856	56	...	...	22,597	60	22,597	...
7th ditto ...	Bhavnagar-Gondal ...	...	...	20,008	104	...	...	91,725	111	91,725	...
14th ditto ...	Mysore ...	...	...	1,488	26	...	...	7,786	31	7,786	...
14th ditto ...	Diklarnagar-Ghaziipur ...	...	...	1,243	104	...	...	4,031	78	4,031	...
	<b>TOTAL</b> ...	<b>4,69,351</b>	<b>200</b>	<b>5,34,350</b>	<b>167</b>	<b>18,78,732</b>	<b>181</b>	<b>21,56,915</b>	<b>157</b>	<b>2,78,183</b>	...
	<b>GRAND TOTAL</b> ...	<b>29,30,078</b>	<b>339</b>	<b>30,31,102</b>	<b>319</b>	<b>1,23,97,175</b>	<b>324</b>	<b>1,27,00,597</b>	<b>311</b>	<b>3,03,422</b>	...
	<b>GROSS ESTIMATED EXPENSES</b> ...	...	...	...	...	<b>59,32,048</b>	<b>155</b>	<b>62,23,293</b>	<b>152</b>	...	...
	<b>NET RECEIPTS</b> ...	...	...	...	...	<b>64,65,127</b>	<b>169</b>	<b>64,77,304</b>	<b>159</b>	<b>12,177</b>	...

(a) Included with G. I. P. Railway.

(b) Included with Rajputana Railway.

(c) Total receipts from 6th April to 1st May 1880.

No. XVIII of 1881.

## APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

Latest return received.	Railways.	RECEIPTS FOR WEEK ENDING 8TH MAY 1880.		RECEIPTS FOR WEEK ENDING 7TH MAY 1881.		TOTAL RECEIPTS FROM 1ST APRIL 1880 TO 8TH MAY 1880.		TOTAL RECEIPTS FROM 1ST APRIL 1881 TO 7TH MAY 1881.		Total Increase in 1881-82.	Total Decrease in 1881-82.
		Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
	<i>Guaranteed.</i>	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st May 1881	East Indian ...	8,31,569	552	8,68,436	596	46,07,332	563	43,76,901	549	...	2,30,431
Ditto	Eastern Bengal ...	58,278	339	61,095	348	3,29,787	353	3,14,390	338	...	15,397
7th ditto	Oudh and Rohilkhand ...	1,15,006	210	96,848	177	5,91,740	199	5,78,945	200	...	12,804
Ditto	Sind, Punjab and Delhi ...	2,06,624	305	1,65,724	245	14,53,394	396	10,07,982	282	...	4,45,412
Ditto	Madras ...	1,09,314	128	1,12,006	131	6,60,645	142	5,99,345	132	...	61,300
Ditto	South Indian ...	69,723	110	76,056	116	3,83,075	111	3,90,987	113	7,914	...
Ditto	Great Indian Peninsula ...	6,79,538	469	6,84,145	459	85,60,477	454	41,49,400	528	5,79,923	...
Ditto	Bombay, Baroda and Central India ...	2,40,080	541	2,75,851	621	12,23,616	526	14,45,951	616	2,12,335	...
	<b>TOTAL</b> ...	<b>23,10,632</b>	<b>368</b>	<b>23,20,221</b>	<b>368</b>	<b>1,28,29,075</b>	<b>376</b>	<b>1,28,63,903</b>	<b>386</b>	<b>34,828</b>	<b>...</b>
	<i>State.</i>										
14th May 1881	Calcutta and South-Eastern ...	2,106	75	2,508	89	11,907	78	13,081	88	1,174	...
7th ditto	Nalhati ...	1,382	51	1,154	42	7,198	49	6,016	43	...	1,183
14th ditto	Northern Bengal ...	26,862	117	30,310	132	1,44,921	116	1,53,727	126	8,806	...
7th ditto	Tirhoot ...	10,946	133	12,721	155	53,750	132	63,331	146	4,481	...
Ditto	Patna-Gya ...	9,411	165	7,718	135	58,291	194	52,733	175	...	5,558
14th ditto	Muttra-Hathras ...	2,266	78	2,359	81	12,504	79	13,927	91	1,423	...
	Dhond and Manmad (a) ...	...	...	...	...	...	...	...	...	...	...
7th May 1881	Wardha Coal ...	2,396	53	8,325	185	30,402	125	50,503	212	20,101	...
Ditto	Nagpur and Chhattisgarh ...	5,686	107	8,587	130	(c) 14,399	60	37,132	106	22,733	...
Ditto	Rangoon and Irrawaddy Valley ...	38,017	236	36,098	224	2,01,952	231	2,01,617	237	...	335
14th ditto	Sindia (Northern Section) ...	2,327	63	2,260	62	13,852	64	13,314	68	402	...
7th ditto	Sindia (Southern Section) ...	1,829	55	3,628	110	8,489	47	21,589	124	13,100	...
Ditto	Rajputana ...	91,501	168	1,27,071	175	4,38,071	148	6,76,518	176	2,38,447	...
	Western Rajputana (Southern Section) (b) ...	...	...	...	...	...	...	...	...	...	...
7th May 1881	Holkar and Sindia-Nee-much ...	25,508	115	37,204	129	1,42,531	119	2,05,557	135	63,026	...
Ditto	Punjab Northern ...	57,376	334	58,344	161	4,04,509	433	3,95,805	263	...	8,704
14th ditto	Indus Valley and Kandahar ...	94,878	148	1,03,115	161	(d) 6,35,206	220	4,97,098	146	...	1,38,108
	Khamgaon (e) ...	...	...	...	...	...	...	...	...	...	...
	Amraoti (e) ...	...	...	...	...	...	...	...	...	...	...
7th May 1881	Nizam's ...	13,623	113	17,255	143	82,864	127	87,586	137	4,722	...
14th ditto	Cawnpore-Farukhabad ...	...	...	5,235	61	...	...	27,882	61	27,882	...
7th ditto	Bhavnagar-Gondal ...	...	...	19,597	102	...	...	1,11,322	110	1,11,322	...
14th ditto	Mysore ...	...	...	1,736	30	...	...	9,523	31	9,522	...
Ditto	Dildarnagar-Gharipur ...	...	...	1,238	103	...	...	5,269	83	5,269	...
	<b>TOTAL</b> ...	<b>3,86,114</b>	<b>163</b>	<b>4,86,508</b>	<b>152</b>	<b>22,64,946</b>	<b>176</b>	<b>26,43,423</b>	<b>156</b>	<b>3,78,577</b>	<b>...</b>
	<b>GRAND TOTAL</b> ...	<b>26,96,746</b>	<b>312</b>	<b>28,06,729</b>	<b>295</b>	<b>1,50,93,921</b>	<b>321</b>	<b>1,55,07,326</b>	<b>308</b>	<b>4,13,405</b>	<b>...</b>
	<b>GROSS ESTIMATED EXPENSES</b> ...	...	...	...	...	<b>72,22,441</b>	<b>154</b>	<b>75,98,590</b>	<b>151</b>	...	...
	<b>NET RECEIPTS</b> ...	...	...	...	...	<b>78,71,480</b>	<b>167</b>	<b>79,08,736</b>	<b>157</b>	<b>37,256</b>	<b>...</b>

(a) Included with Great Indian Peninsula Railway.  
(b) Included with Rajputana Railway.(c) Total receipts from 6th April to 8th May 1880.  
(d) Includes receipts of the Kandahar line from 2nd May 1880.



GOVERNMENT OF INDIA.  
DEPARTMENT OF FINANCE AND COMMERCE.  
SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT OF FOOD-GRAINS FOR THE 2ND HALF OF APRIL 1881, PUBLISHED IN PAGES 610 & 611 OF THE  
SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 28TH MAY 1881.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAHS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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		Wheat.			Barley.			East sort.			Common.			Great Millet (Chotum, Jowar), Holcus Sorghum.			Bulrush Millet (Lumboo, Bajra), Pennisetia Spicata.			Lesser Millets, Bag- gi (Kavaru, Vars- gon, Savan, Chenna, Nagles, &c.), Pent- stemon, Milium, Eleusine Coracana, &c.			Gram.			Firewood.			Salt.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.	Present fortnight.	Past fortnight.	Corresponding fort- night of last year.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
ARAKAN DIVISION.	Akyab.	6	10	6	8	6	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

T. O. P. R.,  
Secretary to the Government of India.

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Rs. 1 per cart load.

Rs. 1 for one rupee.

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## GOVERNMENT OF INDIA.

## HOME, REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR  
THE WEEK ENDING THE 31st MAY 1881.

GENERAL REMARKS.—There has been heavy rain in Burma and Assam, and there has also been a good deal in Bengal, Madras, and in the southern and central districts of the Bombay Presidency. In the Central Provinces and the Central India States there were a few slight showers. The weather in the North-Western Provinces and Oudh was unsettled, storms and slight rain being reported from a good many districts. Agricultural prospects are, so far, good, as there are some indications of the early approach of the monsoon. Fever and small-pox are reported in places, but, on the whole, the public health continues fair.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Madras—(June 1st)</b>		
Bellary	19 (average of four stations).	Standing crops generally good; harvest paddy, yield average; sugar-cane, paddy, and oil-seeds being sown; fever in parts.
Kurnool	28 (average of two stations).	Harvest second crop, paddy, outturn above average; cattle-disease in parts.
Ganjam	1 (average of thirteen stations).	Second crop, paddy and ragi, flourishing.
Kistna	35 (average of six stations).	Fever and miasms in parts.
Chingleput (Madras)	40 (average of eight stations).	Water-supply failing; crops generally withering; harvest, paddy and ragi; cultivation operations for new season progressing; fever in parts; small-pox and cattle-disease more general.
Coimbatore	139 (average of fourteen stations).	Standing crops good; harvest wet and dry crops, outturn about average.
Tanjore	00 (average of five stations).	Standing crops generally good; harvest cholera, outturn below average.
Madura	06 (average of seven stations).	Water-supply deficient in parts.
Malabar	172 (average of thirteen stations).	Cultivation of first crop, paddy, progressing.
Travancore	173	Paddy cultivation progressing; fever exists. <i>General Remarks.</i> —General prospects good.
<b>Bombay—(June 1st)</b>		
Kurrachee	.....	Weather sultry, rain expected; river rising, being 12 feet 1 inch on 30th, against 9 feet 1 inch on same date last year; transplanting of rice commenced in two talukas of the Shahbandar division; small-pox in two talukas, 25 cases; locusts appeared in Johi, no damage; wheat, red rice, and bajri in Kurrachee 11, 18 and 17, in Tatta 11, 22 and 22, in Sakro 7, 20 and 21, and in Ghombari 9, 19 and 21.
Hyderabad	.....	Rabi yield on an average has been poor; kharif operations have commenced throughout the district; small-pox in seven and fever in three talukas; river 3 feet higher on 30th than on same date last year; weather cool; dust winds blowing; wheat 12, bajri 21½, jowari 20, red rice 16, and white rice 9 seers per rupee.
Ahmedabad	.....	Manuring operations continue; young sugarcane in Dholka thriving; weather warm; public health good; wheat 33 and bajri 52.
Baroda	.....	Sugarcane in good condition; public health good; weather cloudy and windy; bajri 41 and common rice 24 lbs. per rupee.
Surat	.....	Sowing operations progressing; cholera in Surat 95 cases, 39 deaths, Choras 147 cases, 61 deaths; jowari 42 and naghli 55 lbs.
Nasik	Maximum fall 6'08 in Nasik.	Heavy rain in all talukas; health good; bajri 41, wheat 34, and jowari 53.
Colaba (Bombay)	Rain on 25th, 30th, and 31st; total of week 36.	Total fall since 1st January '40, being 25 below average; abnormal temperature 1° warm from 25th to 28th, nil on 29th and 30th, and again 1° warm on 31st; vapour in air slightly in excess of normal, except on the 27th; abnormal wind northerly on 25th, nil on 26th and 27th, and southerly and strong from 28th to 31st; distant lightning on 26th and 29th.
Poona	Slight rain in all talukas.	Average prices—bajri 46, jowari 69 lbs.; in Poona bajri 41 and jowari 52.
Ahmednagar	Rain in most talukas, above 1'60.	Cattle-disease in Karjat and Jamkhed; bajri—maximum 72 lbs. in Jamkhed, minimum 51 in Kopergaon; jowari—maximum 108 in Jamkhed, minimum 66 in Kopergaon; outturn of rabi 10 annas in the rupee.



Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
<b>Bombay—<i>contd.</i></b>		
Sholapur ...	·04	Total 2·08; cattle-disease in Sholapur, Barai, Madlic, and Karmale talukas; <i>jowari</i> 87·15 and <i>bajri</i> 66·12.
Dharwar ...	Rain in eight talukas; heavy in Gadag and slight in others.	Rain urgently wanted in Dharwar, Kalghatgi, and Kool; early crops being sown; rice 31 and <i>jowari</i> 96 lbs.; slight fever and cattle-disease.
Kanara ...	2·49 in Karwar; ·44 in Kumpta; 1·68 in Honore.	Monsoon set in at Karwar; sowing rice on coast and preparing ground for monsoon crop in all talukas; fever and cattle-disease prevail; common rice—Karwar 16, in district average 16½ seers per rupee.
Rajkot ...	·01	Weather very hot and cloudy; health good; <i>bajri</i> 37 and <i>jowari</i> 55 lbs. <i>General Remarks.</i> —Rain in Deccan, Southern Mahratta Country, and Bombay, heavy in Nasik, Khandesh, Ahmednagar, and parts of Dharwar; monsoon said to have burst at Karwar; high wind and sea from the south, in Bombay; cholera increasing in Surat, 242 cases, 100 deaths.
<b>Bengal—(May 31st)</b>		
Chittagong ...	3·06	Weather showery till Friday, since hot and close; people actively engaged in ploughing; <i>pania aus</i> progressing; cattle-disease and small-pox not ceased; general health good.
Dacca ...	.....	Rainfall not given; weather very hot; prospects good.
24 Pargannahs (Calcutta) ...	2·93	Jute and sugarcane doing well; sowing of early rice progressing; common rice at head-quarters 21 to 26 seers, in sub-divisions 17 to 26 seers; health good.
Moorsshedabad ...	2·06	Early sown plants look healthy and promising; small-pox still lingers in Berhampore.
Rajshahye ...	3·03	Weather very sultry and cloudy; rain has done good to, all standing crops, except <i>til</i> in some places in Nattore, where also sowing of <i>aus</i> and <i>amun</i> paddy is retarded; cholera almost disappeared; prices of rice as usual.
Burdwan ...	3·59	Weather generally rainy; all going on well; no more rain required at present; health fair.
Rangpore ...	1·71	All crops good; cholera disappearing fast.
Bhagulpur ...	<i>Nil</i>	Prospects good; ploughing continues; sowing commenced; rain would be beneficial; common rice 22½ seers.
Purneah ...	1·07	Prospects of crops good so far, sowing not yet finished; rice 30 seers; health fair; Ganges risen 4 feet.
Patna ...	3·47	Prospects of standing crops good; <i>bhadai</i> being sown.
Durbhunga ...	<i>Nil</i>	Weather hot and close; <i>maung</i> , paddy, sugarcane, &c., promising well; small-pox in Madhubani; prices stationary.
Hazaribagh ...	<i>Nil</i>	Weather cloudy and variable; rain much wanted for ploughing and sowing; lands being prepared rapidly; rice 22 seers; public health good.
Cuttack ...	·6	Sowing in progress; small-pox still lingering. <i>General Remarks.</i> —Rain in almost all districts during week, heavy in some districts, standing crops benefited; lands being prepared; early sowings progressing; <i>bhadai</i> and <i>amun</i> sowings commenced in places; spring harvest going on with fair results; cholera disappearing; small-pox and fever in a few places, otherwise general health good.
<b>N. W. Provinces and Oudh—</b>		
Benares (June 1st)	·9 at Benares; ·4 Chandausi; ·5 on 31st May, with heavy wind.	Weather very hot till rain fell, cooler now; sugarcane being irrigated; health of men and cattle good; supplies plentiful; prices moderate.
Allahabad ( " " )	·6 in Bara on 25th, ·6 in Hundia on 31st, ·1 in Allahabad on 31st May.	Very unsettled weather; sky overcast, storms and thunder almost daily; much damage to trees and mango crop; heat very great; cholera increasing in interior; small-pox and measles abating; prices slightly risen; wheat 19½, barley 26½, gram 22½, coarse cleaned rice 14½, unhusked rice 25½, <i>bajra</i> 24½, and peas 26½ seers.
Gonakhpur ( " " )	Slight rain in two tahsils.	Hot winds; some cholera and small-pox in four tahsils; prices of wheat and peas rising.
Jhansi ( " " )	.....	Weather exceedingly hot; strong west winds, with occasional clouds; prices stationary; wheat 21½, gram 26½, <i>bajra</i> 25 seers; cattle-disease decreasing; fodder scarce.
Agra ( " " )	Slight rain	Weather cloudy; wheat 20, gram 21, barley 23, <i>bajra</i> 22, <i>makka</i> 27 seers.
Barcilly ( " " )	.....	Weather hot, wind east; health good; prices of grain—wheat 21, barley 30½, <i>bajra</i> 23, common rice 15, gram 20½ seers per rupee.
Meerut ( " " )	Slight showers on the night of 31st May.	Weather very hot last two days; wind variable, sky cloudy and dusty; cholera 1 case in Ghaziabad tahsil, another in artillery lines, otherwise health good; cheapest wheat 22, gram 22, <i>arkar</i> 26, barley 30, <i>bajra</i> 17, <i>juar</i> 20 seers.
Kumau ( " " )	.....	Weather stormy; health good, except some cholera on pilgrim route; crop prospects good; murrain less; prices stationary.
Lucknow ( " " )	<i>Nil</i>	Heat intense; weather stormy, wind east; cattle-disease continues; labour in demand; cholera slightly on the increase; barley 28 seers.
Paritagarh (May 31st)	.....	Easterly wind, clouds gathering; prices of food-grain stationary; health of the people good, except in Patti, where there is still some cholera.
Sitapur (June 1st)	<i>Nil</i>	Wind east, heat great; health good; wheat 24, barley 30, gram 21 seers.